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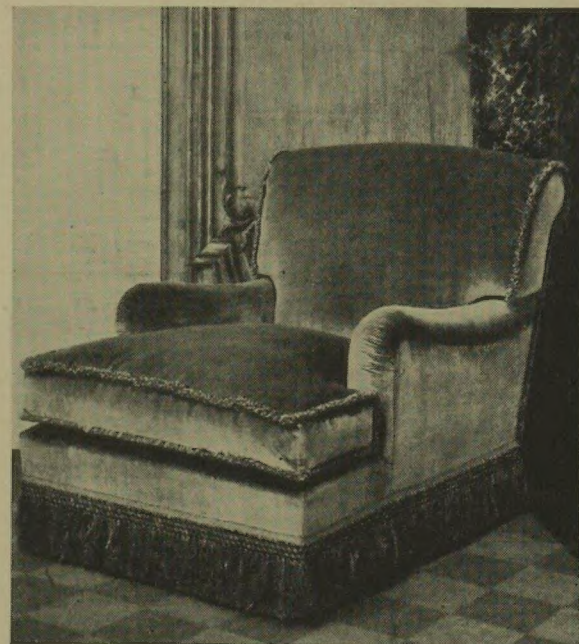
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SATURDAY, APRIL 4, 1936.



THE CHANGE IN THE MEDITERRANEAN COMMAND: ADMIRAL SIR WILLIAM FISHER, IN THE "QUEEN ELIZABETH," CHEERED AS HE SAILED FROM ALEXANDRIA, WHERE ADMIRAL SIR DUDLEY POUND HAS TAKEN OVER.

It was announced officially on March 13 that Admiral Sir William W. Fisher had been appointed Commander-in-Chief, Portsmouth, to date July 13, 1936, and on the 20th Sir William sailed from Alexandria for Malta and England in his flagship the "Queen Elizabeth." His departure was impressive and a fitting tribute to all-important work most efficiently and diplomatically done. To quote Reuter: "The scores of aeroplanes of the Fleet Air Arm, flying-boats and seaplanes

manœuvring and dipping in salute . . . and the mustered crews of the vessels standing to, afforded an impressive sight for Alexandria's assembled multitudes." Sir William's successor as Commander-in-Chief, Mediterranean, is Admiral Sir Dudley Pound, who hoisted his flag as his predecessor left. It was understood when he took over that he would have under his immediate command over ninety men-of-war and auxiliaries. The "Queen Elizabeth" reached Plymouth on March 30.



By G. K. CHESTERTON.

I WAS recently reading a very interesting study called "Nana: A Memory of an Old Nurse," by Harriet Keen Roberts, and it set my thoughts rambling on many themes, and not least on the theme of old nurses. For many other reasons it should be of interest to English people, especially those of them who have had the rudimentary intelligence to be interested in Irish people. For it is clear that the memories with which the mind of this old nurse were filled, and almost choked, were the memories of the great Irish Famine, which she had known in her childhood and which she communicated so vividly to this American child. The Irish Famine was more than an earthquake; it was an explosion. As an explosion scatters the arms and legs of a single man, so this catastrophe scattered the separated parts of a single people; and that most tragically, before our own people had attempted any real justice to that people. For that reason, the ruin of Ireland simply strewn the whole earth with the enemies of England. "What region in the world," cried the Trojan after the Fall of Troy, "is not full of our ruin?" What region in the world is not now full of that wrong which we remedied so late? The testimony of the old nurse in America is all the more forcible because of the patient simplicity with which she narrated such wrongs. Nobody is blamed for an earthquake, and nobody is of necessity blamed for an explosion; but people are blamed for their conduct during an earthquake or after an explosion. And it is the ugly truth that the blight of the Famine was not merely a blight upon a particular order of vegetables; among the blighted, not to say the blighters, were to be found a higher order of animals, even including politicians.

The old Irish nurse meekly witnessed to the wickedness of a neighbouring landlord who would not give food to starving men unless they were of his own faction. And everybody knows that a hundred juries handed down Lord John Russell as a murderer. For that part of the record alone it would have been well worth recording. But I confess that I was very much interested in this Irish-American nurse merely considered as a nurse. She was a pattern of that paradox of submission and supremacy which belonged to that sort of old-fashioned servant. And it set me thinking about something that was lost when the nurse gave place to the governess and the governess gave place to the schoolmistress. Bad and good abound in both, but something organic gave place to something official.

What is the matter with English Education is that it is discussed in Educational English. Even criticisms of Education, even complaints of Education, even confessions by educationists of the inadequacy of education, are all uttered in educational English. Educational English is not at all the same as educated English. It is a curious sort of technical jargon, possibly necessary and suitable to a science or a trade, but casting, as do all such terminologies, a curious air of coldness and unreality upon all that is discussed. It is not the style in which anybody talks, even when it is the style in which somebody unfortunately speaks. It is not the style in which the educationists themselves talk, when they are talking as educated people and

not as educationists. This can be felt in the way in which the very words used tend to contradict their own meaning; as in the word "individual" in some sweeping generalisation about "giving individual attention."

I remember once attending an educational conference, at which a lady, weary with hours and hours

when they were talking, and not merely when they were speaking. Suppose I heard somebody say the sort of thing that anybody would say, such as: "The children seem to like Robinson; of course, he really is rather a jolly fellow"; or, "I know old Smith is a good teacher, but he's so slow that if I were a child I should throw a book at him"; or, "Picklestone oughtn't to be allowed to teach anything to anybody; the man's very nearly mad." Then, then indeed, we should know that we really were hearing an intelligent and philosophical debate on the Personality of the Teacher. It might become very personal indeed before the end. But it would not be a debate in educational English, but a debate in English; in good English, as good as Dr. Johnson's. For I hope I need not repeat, especially in so educational a connection, the fact that Johnson did not really specialise in speaking Johnsonese. The very Johnsonian sentences that are sometimes quoted were almost invariably picked and placed for the deliberate purpose of pulverising some pompous ass with an elaborate exactitude. At his best, his English was notably Plain English. It is the more to his credit because he also, poor devil, had been a schoolmaster.

Now it never occurred to Mrs. Roberts, when her nurse was talking to her in her infancy, that her nurse was giving her "individual attention." It might have been quite a large family, but in that sense there were no relations except individual relations. Nor need a nurse of the old sort always consciously individualise; she was quite capable of packing all the children off to bed on the probably sound generalisation that the children, as children, were becoming a nuisance. But the point is that the philosophy of the nurse began with one baby and went on to other babies as they arrived.

The philosophy of the teacher begins with one class, or one school, and then goes on to decide, with a sigh, that it must give a little more individual attention. The individual is discovered in the mass, as the atom was discovered in the familiar mass that we call matter. But the nurse was nearer to the father and mother, in the fact that the relation was organic and not official. The nurse may have been a mere shadow of the mother, but that sort of shadow is of the same shape. Nay, that sort of shadow is of some substance. Because it is very close to the creative realities of birth and babyhood, it has a quality that can never be described in Educational English. It will never be named at any educational congress. It is difficult enough to

name it anywhere; and in most cases it remains nameless because it is natural. And men, especially modern men, are even more afraid of the natural than of the supernatural. But anyhow, if ever we did want to name it, we should never find even a word for it in all those wordy generalisations. It belongs to quite a different sort of English from any Educational English; to that world of words in which men wrote: "Hast thou not a blessing for me, O my father?"; or, "The smell of my son is as the smell of a field that the Lord has blessed." Or in which men said, "Unto us a Child is born."



A NEW ART TREASURE FOR THE NATION: "MADAME MOITESSIER SEATED," BY J. A. D. INGRES (1780-1867), A BRILLIANT EXAMPLE OF THE FRENCH MASTER'S LATER WORK, WHICH HAS RECENTLY BEEN ACQUIRED BY THE NATIONAL GALLERY.

This important new acquisition by the National Gallery is now on view in Room XXVIII. An official note states: "The picture was begun about 1844, and Ingres continued to work on it, with interruptions, till 1849. He originally intended to include the sitter's small daughter at her mother's knee, but the child would not stay still. By the time the picture was finished she was almost a grown woman. In 1851, after a longer interruption than usual, he painted a portrait of Mme. Moitessier standing, but early in 1852 he was again at work on the National Gallery picture. More delays intervened, and the signature is, in fact: 'J. Ingres, 1856, aet. LXXVI.' This portrait is one of the most mature and complete solutions of the problems of form and rhythm to which Ingres had devoted over fifty years. The chief motives are the magnificently rhythmic pose, the classic head, and the wonderful hands and arms. These show his mastery of drawing with a fullness seen nowhere else in English collections. The picture is in a perfect state of preservation and measures 47½ by 36½ ins."

By Courtesy of the Trustees of the National Gallery.

of rather wordy interchange of suggestions, said that we must always remember the great importance of the personality of the teacher; and that one word seemed suddenly to wipe out the personality of every person for miles round. They all suddenly looked exactly alike. Of course, they were not really in the least alike. It was that long, pedantic word "personality" that made them impersonal. And the abstract image of "The Teacher," as if there were only one Teacher and he (or more probably she) was always pumping out personality. Now, suppose I had been listening instead to the talk of teachers

THE "QUEEN MARY" MAKES HER ROYAL ENTRY INTO SOUTHAMPTON DOCKS.

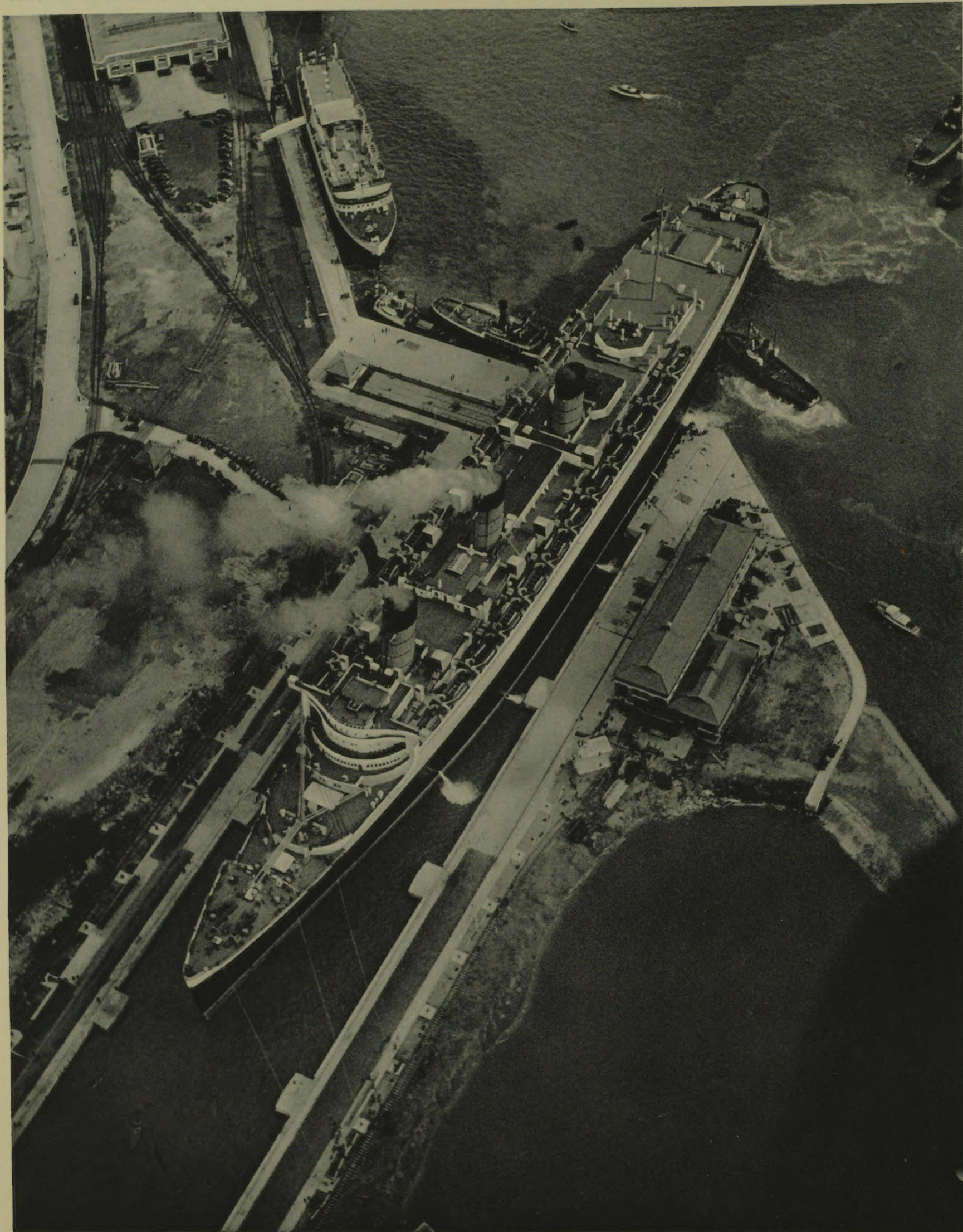


APPROACHING THE ENTRANCE TO THE WORLD'S LARGEST GRAVING DOCK, SPECIALLY BUILT FOR HER: THE "QUEEN MARY" ARRIVING AT SOUTHAMPTON AT THE END OF HER FIRST AND HIGHLY SUCCESSFUL VOYAGE.

The first sea voyage of the "Queen Mary"—from the Clyde to Southampton—was successfully concluded by her arrival at that port on March 27, and her captain, Commodore Sir Edgar Britten, said: "A splendid trip: the finest ship to handle I have ever been in." She rounded the Nab Light from the Channel into Spithead at 5 a.m., and anchored off Cowes before six o'clock, two hours before scheduled time. During the six hours that she was at anchor off Cowes, the scene on the water, as pleasure craft moved round her, resembled a regatta day. Some 750,000 people lined the shores of the Isle of Wight and Southampton Water to watch her

progress to the docks, and Southampton itself was in gala dress, with flags flying from every public building and masthead. It was shortly before noon when she left her anchorage at Cowes and began to move up Southampton Water. The narrow channel near the Brambles Shoal was navigated without difficulty. At 2.15 p.m. the "Queen Mary" approached the entrance to the new King George V. Graving Dock, the largest in the world, which had been specially constructed for her accommodation. All who had assembled to witness her arrival were impressed by her vast bulk and the beauty of her lines.

WITH ONLY 8 FT. EACH SIDE! THE "QUEEN MARY" DOCKS AT SOUTHAMPTON.

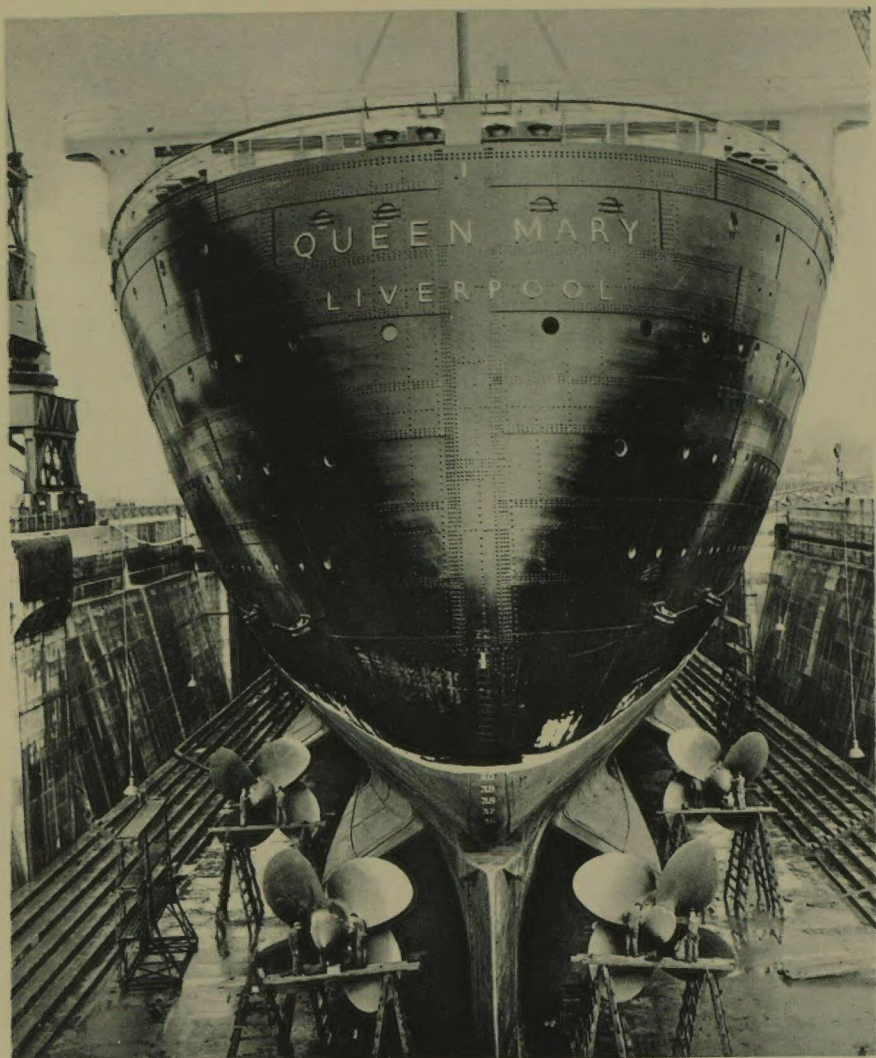


A FIRST-RATE FEAT OF PILOTAGE: THE GIGANTIC NEW LINER GUIDED INTO THE KING GEORGE V. GRAVING DOCK WITH A CLEARANCE OF LESS THAN THREE YARDS ON EITHER SIDE—AN AIR VIEW DURING THE OPERATION.

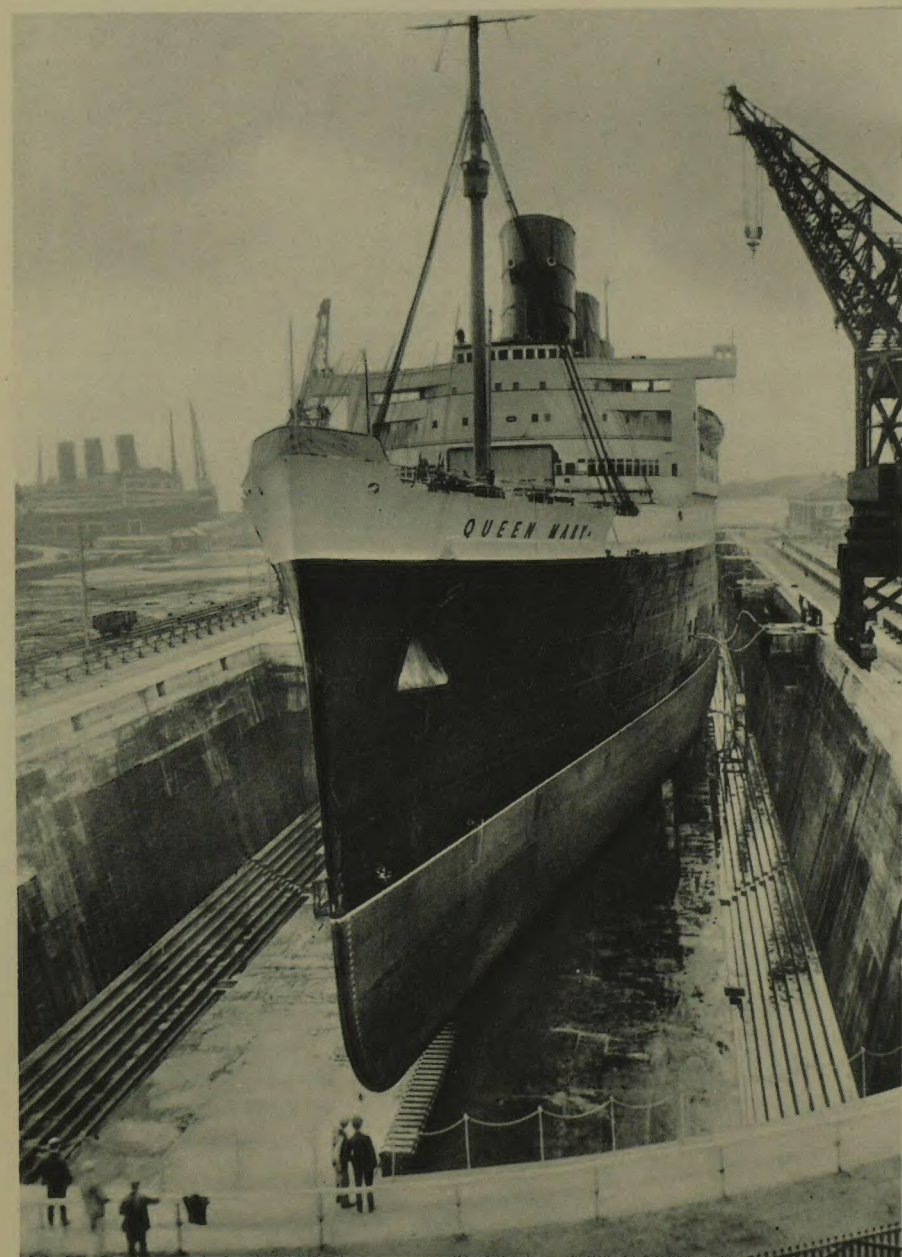
The entry of the "Queen Mary" into the new dock at Southampton was a highly skilful feat of pilotage. At 2.15, on March 27, the huge vessel approached the entrance, and ten minutes later she was passing between the heads with a clearance of only eight feet on either side. The whole task was effected with flawless precision. Describing the scene, a special correspondent of "The Times" said: "The first trip of the 'Queen Mary' has been completed, and in wonderful style. The great liner entered the King George V. Graving Dock this afternoon without a hitch—without, indeed, even stopping. It was all done in one continuous

manœuvre. The liner's bow very slowly came level with the entrance, and twenty-five minutes later she had been squared up exactly in the centre of the largest of all graving docks—the dock that was built for her. A few minutes later the 'Queen Mary's' commander, Sir Edgar Britten, paid a tribute to the pilot, Captain George Bowyer, for this accomplished performance. The whole journey from Greenock has been most successful." This air photograph gives a good view of the liner's decks and lifeboats, and also shows some of the tugs that played an important part in the docking operation.

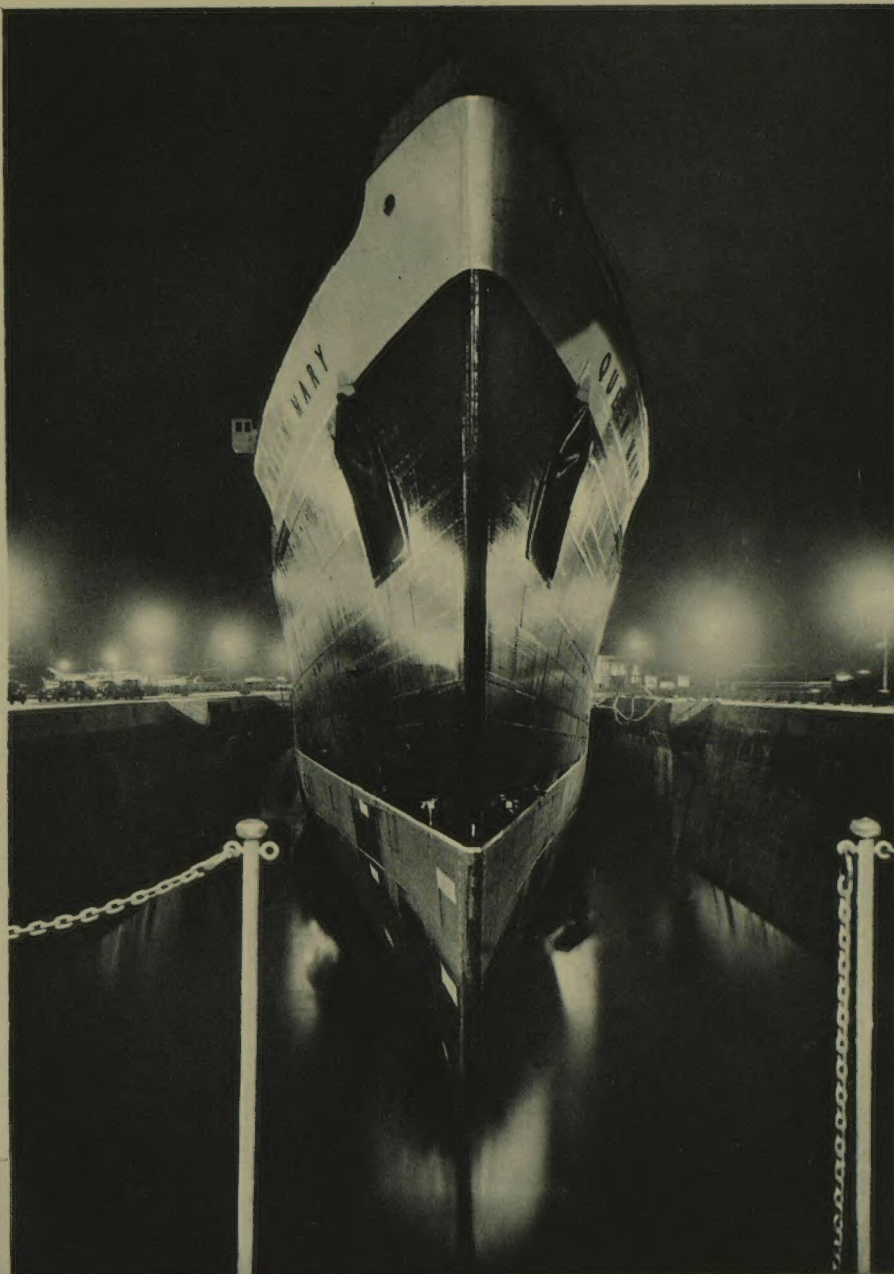
THE "QUEEN MARY" DRY-DOCKED: UNUSUAL ASPECTS OF THE GREAT SHIP.



THE "QUEEN MARY" IN DRY DOCK: A VIEW OF THE STERN, SHOWING MIDGET-LIKE FIGURES WORKING ON THE FOUR 35-TON PROPELLERS (TO BE REPLACED BY OTHERS), AND FOUR TOWING-BOLTS NEAR THE WATER-LINE USED ON THE CLYDE.

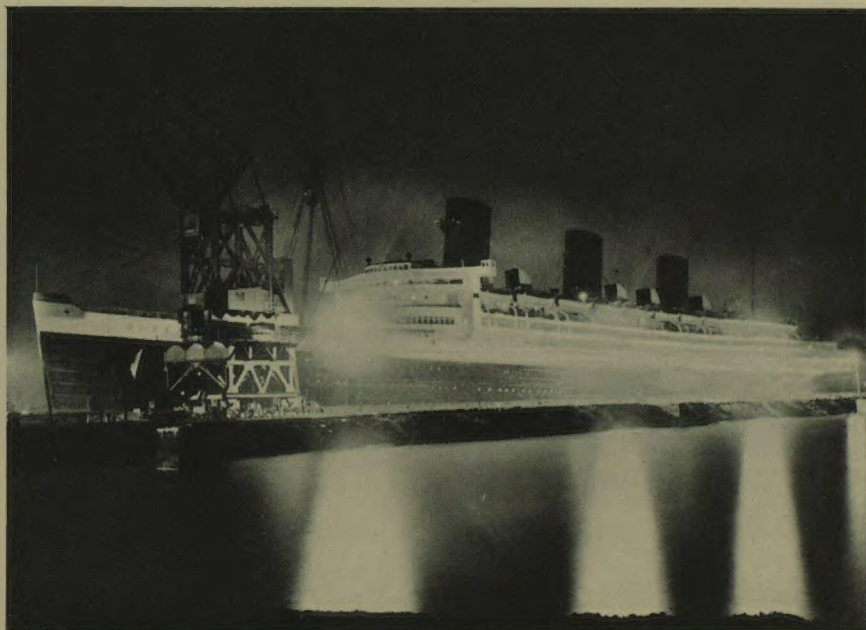


SHOWING PART OF THE STRAIGHT ROW OF HUNDREDS OF BLOCKS ON WHICH THE KEEL RESTED, AND THE NARROW MARGIN LEFT BETWEEN THE SHIP AND THE DOCK SIDE: A DAYLIGHT BOW VIEW OF THE LINER IN DRY DOCK.



A WEIRD FACE-LIKE EFFECT PRODUCED BY A BOW VIEW OF THE GREAT LINER IN DRY DOCK, TAKEN AT NIGHT FROM BELOW: A PHOTOGRAPH SHOWING BOTH ANCHORS AND THE TAPERING OF THE STEM.

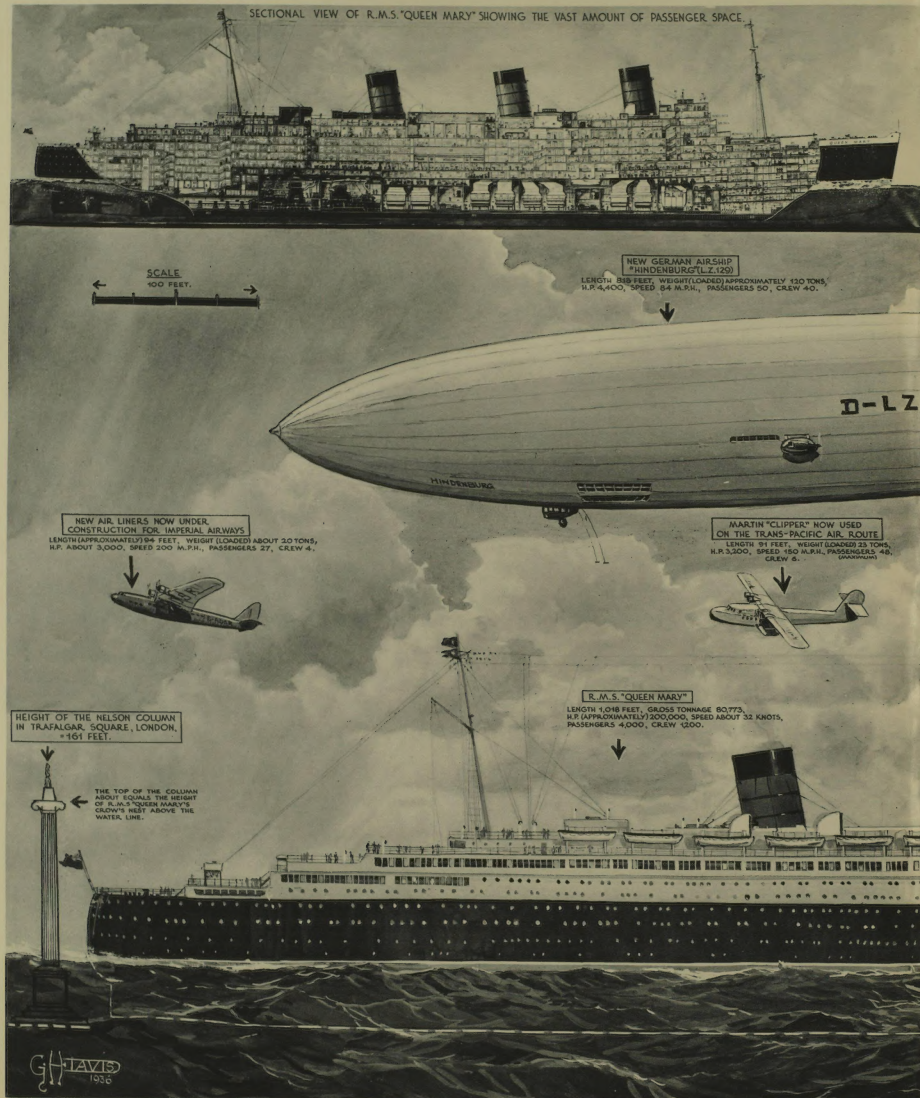
DIRECTLY the "Queen Mary" had been safely docked, the work of emptying the dock of more than 270,000 tons of water began, and workmen in punts scrubbed down the underwater parts of the ship. When darkness fell, arc-lamps round the dock were lit, and the work continued till late at night. It took five hours to pump the dock dry. Next day painters began their task of giving the lower portion of the hull three fresh coats of paint. Experts who examined her hull found that she had sustained no damage on the Clyde. Writing in the "Daily Telegraph," Mr. Hector C. Bywater said: "I learn that while the 'Queen Mary' is in dock all her four propellers are to be changed." Later it was added: "The work of cleaning and repainting her hull and changing her propellers is greater than was expected. Men will be at work night and day. The new propellers, I learn, will enable greater speed to be obtained with fewer revolutions. The change is not due to any alteration in the builders' plans in consequence of experience on the Clyde. The decision that the present propellers should be only temporary was made months ago." The propellers weigh 35 tons each.



THE "QUEEN MARY" LIT UP BY THE ARC-LIGHTS BESIDE THE KING GEORGE V. DOCK IN WHICH SHE LAY AT SOUTHAMPTON: AN IMPRESSIVE VIEW OF THE HUGE SHIP AT NIGHT, EMPHASISING HER ENORMOUS LENGTH.

THE "QUEEN MARY" AND HER LARGEST RIVALS OF THE AIR:

DRAWN BY OUR SPECIAL



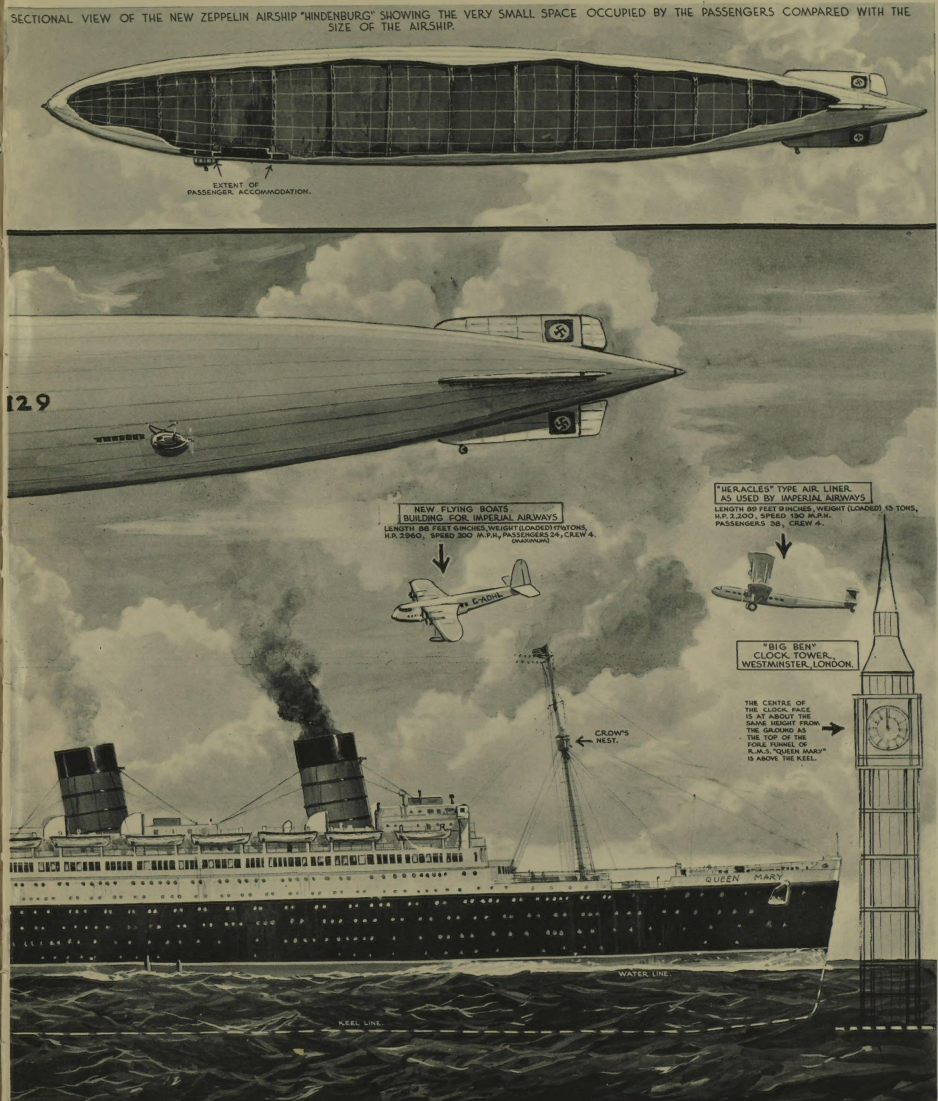
THE NEW GIANT CUNARD WHITE STAR LINER, "QUEEN MARY" COMPARED WITH THE LATEST FOR REGULAR USE: THEIR RELATIVE DIMENSIONS AND CARRYING CAPACITY, WITH DIAGRAMS

It is of value to compare the R.M.S. "Queen Mary," our largest ship, with the largest craft that have been produced for that rival medium of transport, the air. Above the drawing of the mighty Cunard White Star liner is shown (to the same scale) the new German airship "Hindenburg" ("LZ 129"), which is 913 ft. long—that is, 205 ft. shorter than the "Queen Mary." Yet in order to lift ninety people (fifty passengers and forty crew) and their accommodation, besides mails, goods, engines, fuel, and ballast, the airship has to

be of these huge dimensions. We also show some of the largest aeroplanes hitherto built or now in building for use on regular air routes. Though the Germans (in the freak "DO X") and the French have built larger flying-boats, the Martin "Clipper" (23 tons) is the largest machine of this type in use to-day. A further indication of the relative sizes of these various craft, of sea and air, can be obtained by comparing structures familiar to most of us, and so our artist has drawn to the same scale the Nelson column

REMARKABLE COMPARISONS IN SIZE AND ACCOMMODATION.

ARTIST, G. H. DAVIS.



ZEPPELIN, "HINDENBURG," AND THE LARGEST COMMERCIAL AEROPLANES BUILT OR BUILDING SHOWING THE COMPARATIVE HEIGHTS OF THE NELSON COLUMN AND "BIG BEN" CLOCK-TOWER.

and the "Big Ben" clock-tower of the Houses of Parliament. It will be seen that, if the "Queen Mary" were placed in Trafalgar Square, a man standing on the top of the Nelson column could converse with officers on the ship's bridge or, if the column would be made to float and were placed on the water-line beside the ship, the top of the column itself would be level with the liner's crow's-nest. The centre of the clock-face of "Big Ben" is 180 ft. above the ground, while from the keel of the "Queen Mary" to

the top of her fore funnel the height is 184 ft. It may be further mentioned that, if it were possible to put the "Queen Mary" in the Thames alongside the river-front of the Houses of Parliament, the ship would be 115 ft. longer than the buildings. The average length of that famous train, the "Royal Scot," is 1000 ft.—that is, 18 ft. shorter than the over-all length of the "Queen Mary." Three engines of the type used to draw this train could pass abreast through one of her funnels if it were laid on its side.

"A STAGGERING ADVENTURE."

BEING AN APPRECIATION OF

"EVEREST: THE CHALLENGE." By SIR FRANCIS YOUNGHUSBAND.*

(PUBLISHED BY NELSON.)

IN March, the Head Lama of Ghoom Monastery blessed the members and porters of the 1936 Mount Everest Expedition, under Mr. Hugh Rutledge, and the Maharaja of Sikkim presented ceremonial scarves. Both symbols of good fortune will be needed, not only during that endeavour to reach the supreme summit of the world which will be made at the end of May—"for that is a staggering adventure"—but in the all-important earlier stages of the enterprise.

The magnitude of the task is such that few outside the ranks of experienced mountaineers can imagine how colossal it is—the ascent to 29,000 feet—even if they recall that, fifty years ago, 22,000 feet was generally regarded as the limit. That is why Sir Francis Younghusband's most enlightening volume is of such value, for it is concerned with the dangers, the fears, and the aspirations of the present as considered in the light of the cumulative wisdom that has come out of the past. Cumulative wisdom: therein is hope.

No expedition has been altogether in vain. That under Colonel Howard-Bury was one of reconnaissance, for "practically nothing was known about the mountain except its height and its latitude and longitude. No European had been within forty miles of it." An assault on the summit *might* have been made had fitting opportunity occurred, but it was not. Yet Mallory, who, with Irvine, was to perish in the third expedition, discovered a way to the summit—"the way that all other expeditions have followed."

During the second expedition under General Bruce an altitude of 26,985 feet was reached, proof that men can acclimatize themselves to very high altitudes, even though they must suffer the irritability and the mental inertia that march with lack of oxygen. "It was discovered that the human organism could adapt itself to the new conditions. The lungs found means of actively secreting oxygen inwards. . . . Mountaineers need only allow themselves sufficient time for acclimatization, and they may fearlessly attack any of the giants of the Himalaya or the Andes. They no longer fear that the deficiency of oxygen in the air may be a conclusive obstacle to their attaining the highest altitudes."

The importance of being a failure! Sir Francis recognises it to the full; an insufficiency of success does not mean lack of all success. His chapter "Results" emphasises the point. For the moment, let us concentrate on acclimatization. "We look back on Mallory saying after the first expedition that he supposed that the limit of acclimatization must be somewhere about 21,000 feet; and on Somervell (a medical man as well as a climber) saying, when the expedition of 1922 started, that he was personally of opinion that nobody could exist without oxygen at a height above 25,000 or 26,000 feet. Now it has been discovered that if the higher altitudes are not rushed, but approached gradually, the human body, with its proverbial capacity for adapting itself to varying conditions, will adapt itself to increasing deficiency of oxygen in the air. The airman who flies over Everest has no need to adapt himself, for enough oxygen to make up the deficiency is carried with him in the aeroplane, and all he has to do is to suck it in during the few hours which it takes to fly over Everest from the plains of India and return there. But the climber, if he were to trust to such artificial supply of oxygen, would have to carry it on his back in a most cumbersome apparatus. And the value of the discovery that man can adapt himself to the deficiency of oxygen lies in the fact that he can climb to the highest altitudes without carrying this apparatus. He can do without it and yet reach the 28,000-foot level." The final Camp can be higher. And, with Everest, it is the climbing of the last 1000 feet that is the problem of problems. "That last 1000 feet, 400 of which are obviously most dangerous for men in the weak state that men must be at an altitude of 28,000 feet, will never be climbed by men who have been unduly exhausted by subsidiary efforts on the way up to that point. At all costs, the final pair must be saved."

Sir Francis thinks that a final pair of climbers with a final pair of porters—"Tigers" of "Tigers"—of the 1936 Expedition might well seek to set the last Camp at

28,400 feet, instead of the suggested 27,800. To do this would be magnificent—and it might be victorious war, a war won after many a battle has been lost.

One ingredient of the cumulation. The others are many and various, the spoils of the Army of Experience.

"The idea of actually climbing the mountain only took precise shape after the Great War. Then at last we came to the point where man did quite definitely make up his mind to climb the highest mountain in the world—when the indecisive urges of the past settled into the one direction, and the will determined to carry out what the mind had decided."



THE 1936 MOUNT EVEREST EXPEDITION, WHICH EXPECTS TO MAKE THE ASSAULT ON THE SUMMIT SOON AFTER MAY 22: PREPARING FOR THE RECRUITMENT OF PORTERS AT DARJEELING—MESSRS. J. M. L. GAVIN AND WYN HARRIS WITH B. KARMA PAUL, THE INTERPRETER.



MEN WHOSE WORK IS ALL-IMPORTANT: PORTERS CHOSEN FOR THE EVEREST EXPEDITION BEING VACCINATED BY MR. B. SURAJ RAM, OF DARJEELING.

Photographs by Arrangement with the "Daily Telegraph." (World Copyright.)

By that time much was known, thanks to the specialised climbers of heights the continents over; but there was very much to learn; and there were many techniques to be studied. Pioneer after pioneer, seeking to conquer the apparently unconquerable, had blazed trails for pioneers yet unborn and those emulating the earlier adventurers had widened the tracks; the hour for the advance of the main body was near: the spade-work must be followed by the determined charge against the proudest of all enemies.

Staffs having talked, attack after attack was made. The virgin peak of the "snow abode" remained inviolate. Mallory ascended the Rongbuk Glacier to near its source, and was confronted by forbidding, utterly unscaleable cliffs, and he climbed up the ice-fall on to the North Col, 23,000 feet, and looked upon the great north face of Everest: that, but no more.

Mallory and Norton assaulted, but were beaten. "We had not learned either the proper use of oxygen or the value of slow acclimatization. The climbers using oxygen were encumbered with far too heavy an apparatus. And the climbers without oxygen were insufficiently acclimatized for the mighty effort required of them. Consequently, neither oxygenists nor non-oxygenists reached even the 28,000 level. The first reached an altitude of 27,235 feet, and the latter an altitude of 26,985 feet. This latter was, it is true, 2300 feet higher than men had ever climbed before. But it might have been exceeded, and would have been exceeded, if Mallory and Norton, the two who made this record, had been better acclimatized on the one hand and less physically exhausted on the other."

Norton and Somervell reached slightly over 28,000 feet.

In 1933 the Rutledge Expedition took the offensive. Light cylinders containing oxygen were taken for use as a stimulant or restorative, but, for all practical purposes, there was no regular oxygen attempt. Wyn Harris and Wager got to approximately 28,100 feet and had to give up there, as they would not have had time to return. Smythe, climbing alone, after Shipton had "croaked," spent a night alone at 27,400 feet and then was defeated by a sudden and terrific storm. "The bolt had been shot. Man had had his go: and had failed. He had gone all out, but on three occasions he had been brought up at the same point, and that point a thousand feet below the summit."

It now remains for a climber of the new Rutledge Expedition—perhaps for two climbers, perhaps a climber and a porter—to put the mountain under his foot. He will have to be prepared to meet fatigue that will call for intensive "If"-ing, the perils of rock and snow and ice, of bitter cold, and maybe of blizzard; time and weather may combine to force him back; the depression that companions want of sufficient oxygen may sap his energy; if he does as Smythe did, he will be so clad, necessarily so clad, that his movements will be slow, apart from the fact that distress in breathing may mean two to three breaths to a step—it was seven, eight or nine before 1933. Smythe "wore one Shetland vest, a thick flannel shirt, a thick camel-hair sweater, six light Shetland pullovers, two long pairs of Shetland pants, flannel trousers, and, over all, a silk-lined 'Grenfell' windproof suit. His head was protected by a light Shetland balaclava helmet, and an outer helmet of Grenfell cloth. And he wore four pairs of Shetland socks and stockings. The climbing boots were broad and lightly nailed, yet capable of gripping tightly on the sloping slabs. And on his hands he wore woollen fingerless gloves, and over them a pair of South African lambskin gloves."

And what if the top be reached?

"At the actual moment of turning back from further effort to reach the summit, Everest climbers have no sense of disappointment—only a feeling of relief. Through the shortage of oxygen their susceptibilities are dulled, and they have so exhausted themselves that they are almost dying men. For the time being they are indifferent to success or failure. But once they are back at even the 15,000-foot level of the plains of Tibet their keenness revives."

Again: "The actual climber of Everest, at the actual moment when he is standing on the summit, will have no appreciation of its glory, or even pride in himself. From want of oxygen he will be in no state to feel anything. It will take all his

remaining energies to enable him mechanically to descend the mountain. But once he is down at sea-level again, how will he be able to do anything else than rejoice that he has been able to carry to final fruition what his predecessors had prepared for him, and that as the representative of man he has been able to put the mountain under his foot? May he so rejoice!

Of that and much else—for the author by no means confines himself to Everest—is the book that Sir Francis Younghusband has produced. He has timed its publication well. Being a mortal, he cannot command success; but he deserves it.

E. H. G.

NOTE—"The Illustrated London News," by arrangement with the "Daily Telegraph," will be the only illustrated weekly paper to publish photographs of the 1936 Mount Everest Expedition under Mr. Hugh Rutledge.

* "Everest: The Challenge." By Sir Francis Younghusband. Illustrated. (Thomas Nelson and Sons; 12s.)

MAKING "MIX IN PLACE" ROADS IN THE LIBYAN AND SINAI DESERTS: EXTENDING MILITARY COMMUNICATIONS IN EGYPT.



A NEW ROAD ACROSS THE SINAI DESERT: CONNECTING SUEZ WITH JERUSALEM BY THE "MIX IN PLACE" METHOD, WHICH MAKES USE OF THE ORDINARY DESERT SAND TREATED WITH HOT BITUMEN.



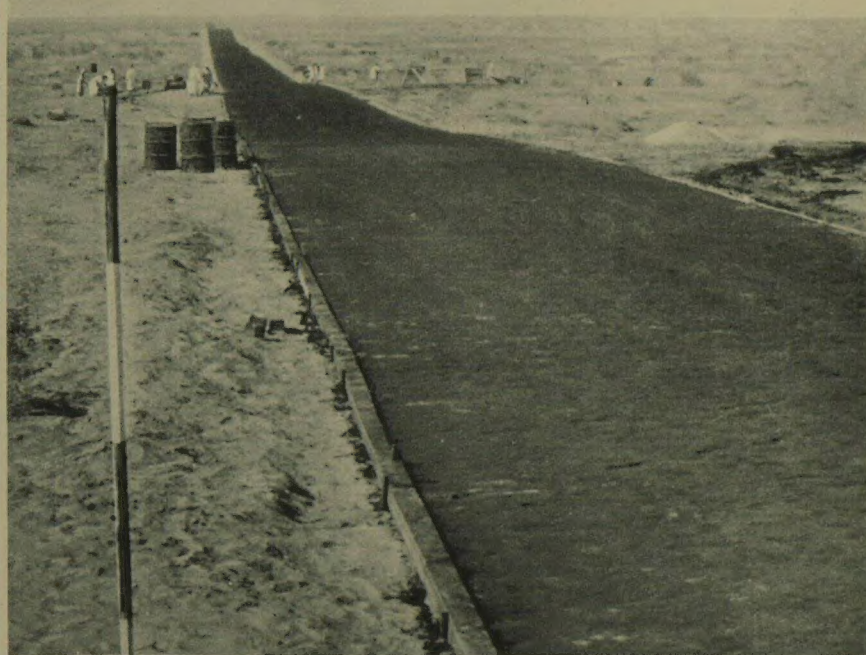
MIXERS AND GANGS AT WORK ON THE CAIRO-ALEXANDRIA ROAD NOW UNDER CONSTRUCTION: A MECHANICAL DEVICE FOR MIXING SAND WITH BITUMEN BEFORE LAYING THE MIXTURE ON A LEVELLED SURFACE.



THE BLACK BITUMINOUS SURFACE OF THE ROAD FROM CAIRO TO ALEXANDRIA ADVANCING RAPIDLY ALONG THE ROADWAY PREVIOUSLY LEVELLED OFF: AN ECONOMICAL SURFACE WHICH STANDS UP WELL TO WHEELED TRAFFIC.



A CAMEL-DRAWN ROLLER AT WORK ON THE ROAD BETWEEN SUEZ AND JERUSALEM: THE FINAL STAGE IN THE PREPARATION OF THE SURFACE, DONE WHEN THE HOT BITUMEN MIXTURE HAS COOLED.



A BLACK ROAD EXTENDING AS FAR AS THE EYE CAN SEE THROUGH THE TAWNY YELLOW OF THE LIBYAN DESERT: A COMPLETED STRETCH OF THE NEW MILITARY HIGHWAY BETWEEN CAIRO AND ALEXANDRIA, BY WAY OF AMRIA.

One of the several "precautions" taken by the British authorities in and around the Mediterranean as a result of Italy's war with Abyssinia is the programme of road-building undertaken in Egypt. A Special Correspondent, in the following note, gives an interesting description of the new and economical technique used in making these roads across the desert. "The Italian concentration in Libya has been the cause of considerable road-making activity. The necessity of reinforcing Egypt's Libyan border with troops from Cairo has resulted in the construction of an asphalt road across the desert from the Pyramids to Amria, on the coast; and meanwhile a second desert road is being constructed across the Sinai Peninsula, running direct from Suez to Beersheba and Jerusalem. The system used for these desert roads is an invention of the Shell Company called 'Mix in Place.' The ordinary sand of the

desert is placed in a mechanical mixer and treated with hot bitumen. The hot black mixture is then laid on the sand of the desert, which has been previously levelled off, and the following day, when it has cooled, it is rolled by a small roller drawn by camels. These plastic roads, it has been proved, will stand up to a considerable amount of heavy traffic provided only pneumatic wheels are used. Construction is very rapid. One machine will lay nearly a mile of road in seven days, and the cost is much less than that of a rolled road of stone and bitumen."

BOOKS OF THE DAY.

THAT new palace of concord at Geneva has been rather rudely shaken by recent developments in the European situation, and the question of the League's future has become increasingly urgent. Many think that, while continuing to "seek peace and ensue it," the League should admit the impracticability of enforcing its decisions, and should function rather as a moral and advisory authority and a medium of conciliation. As such it might really represent all nations, and it could still do invaluable work by examining and removing

personally, each must remember his obligations to his own country. Urging "the need for a change in the present system" on psychological grounds, Sir Alfred declares: "The experience of fifteen years has shown that . . . prolonged activity at Geneva tends to exercise what can only be described as a mechanising influence. The cosmopolitan milieu is the reverse of life-giving. Perpetual adaptation to external standards and stimuli, unrefreshed by contact with the moral forces inherent in genuine community life, ends by confusing the intelligence, paralysing the will, and dulling the faculties of the soul."

Nevertheless, in his final outlook on the future Sir Alfred strikes a more hopeful note. "The League," he writes, "is a great repository of knowledge and experience. . . . Like a constitutional monarch, it cannot command. But it can wield an ever-present influence. And this influence will, in fact, be all the greater because the elements of which it is compounded do not include either physical force or political power. . . . In a world at peace the authority of the League . . . should become a stabilising factor comparable with that of the most revered institutions. . . . This procedure will not give us 'the Parliament of Man'—still less 'the Federation of the World.' But, just because it will not enforce uniformity where it is not felt to be needed, it will maintain the spirit of co-operation which is the only enduring bond between the members of the League."

More definitely argumentative in purpose, as its title implies, is "SANCTIONS BEGONE!" A Plea and a Plan for the Reform of the League. By H. Rowan-Robinson (Clowes; 7s. 6d.). The author contends that every approach to the organisation of peace is "blocked by an obstacle—the sanctions of the Covenant," and that "we cannot even begin to think of peace until this obstacle shall have been removed." He quotes many opinions to this effect expressed by leading men, urges a united effort to bring about the desired change, and offers certain suggestions for the revision of the League Covenant. The public, he thinks, has been wrongly impressed with the idea that the Covenant in its existing form is sacrosanct. Elsewhere he says: "The League is too unwieldy, too many-sided to be able to employ force with either justice or efficiency," and he rejects the practicability of an international police. At first sight these statements appear to conflict with his later assertion that "the provision of power behind the organisation is necessary because peace will never be absolute in the international field any more than in the domestic field, where police are always necessary." The kind of power he has in mind, apparently, is indicated in the next sentence, as "the application of a mosaic of regional pacts"; while "reinforcing these pacts would be the moral sanction derived from the representation in the League of every state in the world—an ideal only rendered possible through the elimination of sanctions."

At a time when the shadow of war is again menacing Europe, it is salutary to recall the last great catastrophe. An important work representing one of the most brilliant and influential leaders of political thought in our time is "THE ANVIL OF WAR." Letters Between F. S. Oliver and his Brother, 1914-1918. Edited by Stephen Gwynn. Illustrated (Macmillan; 12s. 6d.). The late Mr. Fred Oliver was one of those men who, while little known to the general public, have exercised a great influence on the course of affairs through their writings, and still more through their conversation and personal friendships. In literature his reputation rests mainly on three books—his Life of Alexander Hamilton (1906), an essay on American Union; "Ordeal by Battle" (1915), advocating National Service; and "The Endless Adventure" (1930-31), a historical study of Sir Robert Walpole. Professionally Oliver was neither a writer nor a politician, but a man of business. He was, I believe, one of the first University men of high attainment to make a career in commerce. Many men have forsaken business for politics and some have forsaken politics for business, but comparatively few have, like Oliver, become a political force and attained literary fame while continuing their commercial activities. After the South African War he was one of the founders of "The Round Table." During the Great War he was one of a group of leading men, including Lord Milner, Mr. Lloyd George, Lord Carson, Lord Astor, and various others, who made a practice of dining together once a week and exchanging ideas.

It is certainly regrettable that Oliver did not write a book of reminiscences, but, as Mr. Stephen Gwynn points out, the present volume virtually supplies that want, at any rate for the war period. Explaining its scope, Mr. Gwynn says: "After the first weeks of the struggle he, living in London at the heart of affairs, dictated his brother in Canada a weekly account of what the public press could not give. . . . He kept also his brother's replies; and the correspondence, if printed in full, would make three or four volumes equal in bulk to this selection. . . . He had, above all men that I have known, the genius for friendship; but in all his friendships the prime bond of sympathy was the common interest in public affairs. . . . [To] his sagacity and the force of his intellect was added the delightful quality of humour." Mr. Gwynn adds a short memoir in which he mentions that Oliver was by descent a complete Scot. One of the most interesting of the personal character-sketches in the letters relates to Sir Roger Keyes (whose Naval Memoirs were reviewed here last week), describing how he sought Oliver's help in wording the Zeebrugge despatch. Another

passage that will appeal to Londoners who remember the last war is Oliver's vivid description of the air raids, which, if I remember right, led Sir Roger Keyes also to remark that London was "a nasty, uncomfortable place." In another war it would be still more uncomfortable.

War is only one among many modern problems—social, moral, political, economic, and scientific—discussed by another famous thinker in a century of short essays entitled "QUESTIONS OF OUR DAY." By Havelock Ellis (Lane; 8s. 6d.). In one essay called "The Substitutes for War," the author warmly praises "The Science of Peace," a little book by Lord Raglan, who is now entertaining our readers with his delightful studies of Quasi-historical Characters. "It goes to the root of the matter," writes Mr. Havelock Ellis. "This writer is an experienced administrator and at the same time an accomplished anthropologist. . . . The facts are put with brevity and brilliance and wit. There is not the slightest ground for calling war 'natural.' . . . There is no reason to suppose that early Man was war-like. Wars arose at a certain stage of development, and at that stage, as Lord Raglan and others hold, they were often beneficial in their effects. But that period is past; wars between civilised nations are an unmixed evil and cannot even lead to any real decision, as we may see by the repeated wars between France and Germany during the past two centuries." Elsewhere, Mr. Havelock Ellis declares that "any League of Nations worth its salt" would have begun by entrusting impartial scholars with the preparation of a history of the Great War for use in all schools, setting forth its futility and doing justice to every nation. As it is, he contends, while vast sums are spent on new methods of warfare, the training of the young to avoid war is neglected, and it is still glorified in our antiquated school-books. Very topical, too, is the essay on the Jewish question, where, with reference to Germany, Mr. Havelock Ellis says: "Those who seek to injure the Jews in the end only injure themselves."

This brings me to a book which, however unpleasant in its details, concerns a phase of the German scene which cannot be ignored. The title, taken from the Ghetto badge of the Middle Ages, is "THE YELLOW SPOT." The outlawing of half a million of human beings: a collection of facts and documents relating to three years' persecution of German Jews derived chiefly from National Socialist sources. With an Introduction by the Bishop of Durham, and many Illustrations (Gollancz: Cloth; 8s. 6d.; Paper, 5s.). Most fair-minded British readers, I think, without necessarily being either pro-Semite or anti-Semite, will agree with the Bishop's dignified protest, in the course of which he cites Mr. James G. Macdonald's indictment of the Nazi boycott addressed to the League of Nations, and also the book by Julian Huxley and A. C. Haddom—"We, Europeans"—exposing the fallacy of racialism. The Bishop writes as an admirer of the old Germany and in the belief that the present anti-Jew policy is a passing aberration. The compilers of the volume conclude by declaring that there are thousands of Germans who disapprove of it. Here, perhaps, is a basis for a symbolic gesture! C. E. B.



THE MASTERPIECE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: AN EARLY SIXTEENTH-CENTURY SOUTH GERMAN (DANUBE SCHOOL) RELIEF, CARVED IN CEDAR-WOOD, REPRESENTING THE JUDGMENT OF PARIS.

The composition of this carving (purchased in 1858 for just under £50) is adapted from two woodcuts by Lucas Cranach and Altdorfer. It was suggested that the monogram "A. D." (in right lower corner) might be the signature of Albrecht Dürer, but an official note says: "There can be no question that it is not his work, and the initials were probably added at a subsequent date." By Courtesy of the Victoria & Albert Museum. (Crown Copyright Reserved.)

THE INSCRIPTION ON THE CHINESE LAMP OF 28 B.C. ILLUSTRATED IN COLOUR ON PAGE 1: A VERSION OF THE TEXT TRANSCRIBED IN MODERN CHINESE.

"The inscription," writes Bishop White, "contains fifty-two characters, in the usual Western Han script, running round the outside of the bowl. Whether the inscription was cast in the bronze or incised after the lamp was made is not yet clear. The inscription has so far not been satisfactorily translated, certain archaisms being far from clear, so no accurate translation can now be offered. On the other hand, certain data recorded in it can be accepted without question. In the First Year of Ho-p'ing, that is, 28 B.C., the official in charge of works made for the 'Inner' apartments a Feng Huang (Phoenix) lamp. The term *nei che* occurs three times, and must be translated the 'inner place,' that is, the place where the 'inner persons' (*nei jen*) were quartered, or the women's apartments. In later years these quarters in the Court were designated the *nei fu* or 'Inner Palace.'"

By Courtesy of the Rt. Rev. William C. White, sometime Bishop of Ho-nan; Professor of Chinese Archaeology in the University of Toronto; Keeper of the Far Eastern Collection of the Royal Ontario Museum, Toronto.

河平元年寺工護為內者造銅鳳凰燈重一斤
兩護武嗇夫霸掾廣漢主右丞賞守令尊護
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causes of war, arbitrating when invited, educating public opinion, bringing people together for friendly discussion, and gradually working out a constructive system of world government in the common interest.

Two books just to hand bear directly on this problem. One is "THE LEAGUE OF NATIONS AND THE RULE OF LAW," 1918-1935. By Alfred Zimmern, Professor of International Relations at Oxford and Fellow of New College (Macmillan; 12s. 6d.). This work is historical and expository rather than controversial, and is written in an impartial spirit. It does not offer a full analysis of particular disputes with which the League has dealt, though it touches briefly on the Sino-Japanese trouble, the Chaco war between Bolivia and Paraguay, and the Abyssinian affair. The author's object has rather been to trace the origin and character of the League and to explain its machinery, which he has closely studied and observed during the past eighteen years. That the League has reached a critical stage in its existence, however, is implied in his preliminary remarks. After pointing out that the question whether the rule of law is to prevail in international relations still awaits an answer, Sir Alfred Zimmern confesses: "At times . . . I have been in doubt whether to employ the past or the present tense, whether I was writing a history of an experiment that had reached its conclusion or describing the early phases of a living and developing institution." Eventually he came down on the side of optimism.

Sir Alfred Zimmern's comments on the general atmosphere of Geneva are not encouraging to the devotees of internationalism. He points out that diplomats are naturally non-co-operative, and that in conference they have no common interest such as unites an international conclave of doctors or other professional men. Though the diplomats may be on excellent terms with one another

FOOD BY PARACHUTE FOR ITALIAN TROOPS: "SUPPLIES" AND "THANK YOU."



"VIVERI" (SUPPLIES) "FLAGGED" IN LARGE CHARACTERS ON THE GROUND BY ITALIAN TROOPS ASKING TO BE PROVISIONED FROM THE AIR DURING THE RECENT TEMBIEN BATTLE: A PHOTOGRAPH SHOWING FOOD-BEARING PARACHUTES STREWING AN OCCUPIED AREA IN ABYSSINIA.



"GRAZIE" (THANK YOU) REPLACES "VIVERI" AFTER THE ITALIAN TROOPS HAVE BEEN VICTUALLED BY AEROPLANES DROPPING FOOD-BEARING PARACHUTES: HUNGER GIVES PLACE TO GRATITUDE ON THE TEMBIEN FRONT, WHERE SUPPLIES WERE TWICE CARRIED BY AIR FOR AN ENTIRE ARMY CORPS DURING THE BATTLE.

One of Marshal Badoglio's communiqués on the battle of the Tembien, which was fought in the last few days of February, contained the words: "Daily there were transported thousands of tons of material of all kinds, and supplies were twice carried by air for an entire army corps." One such example of provisioning by parachute on a large scale is illustrated in these photographs. In both the ground can be seen to be strewn with parachutes bearing supplies, which are carefully packed in straw-lined sacks. It will be recalled that the Tembien battle followed swiftly after the Italian advance on Amba Aradam

and the retreat of Ras Mulugeta from that stronghold. The battle was claimed by Italy as a decisive victory over Ras Kassa and Ras Seyyum, and the impression was given in Italy that Abyssinian resistance on the northern front was practically at an end. It soon appeared that these reports were exaggerated. The Abyssinian armies had indeed retired from the positions they occupied, but there was no reason to suppose that they were thereby rendered incapable of continuing an effective guerilla warfare. In the recent news air attacks on Jijiga and Harrar have predominated.

THE WORLD OF SCIENCE.

CREATURES WITHOUT STOMACHS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

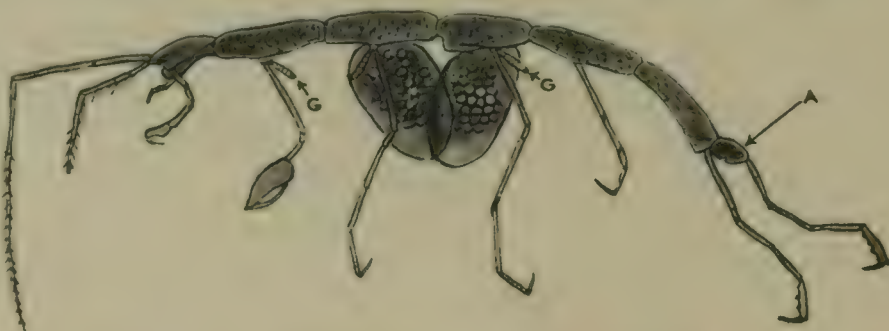
WE eat, we say, to restore our wasted tissues—wasted in the performance of the normal functions of the body. And this necessity to eat we share in common with the whole of the animal kingdom. When, however, we come to survey the choice of food, we find the most astonishing diversity. And this is especially true of "the lower orders of Creation," for there are some which thrive on substances which, as "food," seem incredible. But there are beetle-larvæ which live on decayed wood, old furniture, tobacco, snuff, and cayenne-pepper! While many larvæ of the moth-tribe contrive to thrive on old clothes and carpets! All succeed in extracting nourishment from their chosen diet without materially changing the form of the digestive apparatus normal to their tribe. But there are others, like the parasitic worms,

adjustments brought about in its pursuit. Such are the "skeleton-shrimps" (Fig. 1), belonging to the family *Caprellidæ*. These extraordinary creatures are to be found on our own shores; but their almost transparent bodies are extremely difficult to distinguish amid the feathery branches of the hydroid

How great a transformation a changed mode of life may bring about is seen in the case of the "whale-louse" (*Paracymis boopis*), shown in Fig. 2. This creature is a near relation of the skeleton-shrimps, but how strangely different! The long, cylindrical segments of the body here take the form of transversely elongated segments, like a series of crossbars. What answer to the fourth and fifth pairs of gill-bearing legs in the caprellids are here represented by the gills only, and these prodigiously enlarged. Behind the second pair are three pairs of "climbing-legs," much larger than in the skeleton-shrimps. But here, again, between the bases of the last pair of legs, is the abdomen, reduced to a vestige.

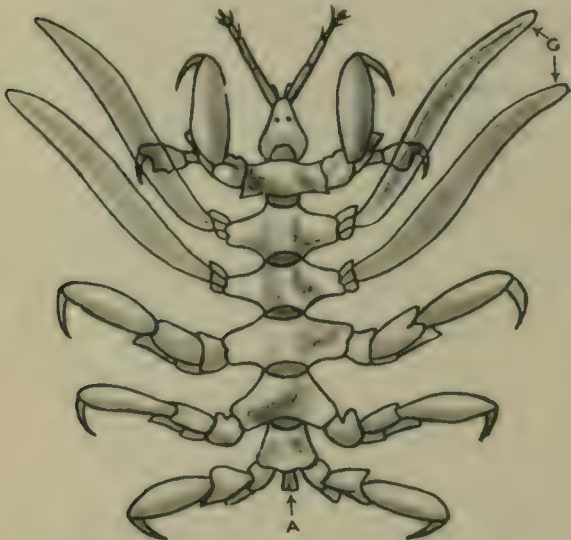
Now the "whale-louse," as its name implies, is a parasite, and is found clinging to the skins of whales, biting away the blubber. As many as a hundred may be found close together to batten thus on their helpless victim.

There is a strange likeness between the "skeleton-shrimp" and the creature known as *Pycnogonum littorale*. Yet the two are not even remotely related, for *Pycnogonum* belongs to the spider-tribe. It may be found, during the summer holidays at the seaside, crouching under stones, or sticking to sea-anemones, as the whale-louse fastens on to whales.



1. A CRUSTACEAN WITH AN ABDOMEN REDUCED TO A MERE STUMP BETWEEN THE HINDMOST PAIR OF LEGS (A): THE SKELETON-SHRIMP (*PHTISICA*); SHOWING THE DIMINUTIVE GILLS AT G, G.

zoophytes among which they generally live and which they resemble in coloration. Here they clamber about among the branches after the fashion of a "looper" caterpillar, and will sometimes wave the forepart of the body gently about, holding on to the branch only by the claws on the last pair of legs. But this strangely transformed body is worthy of a little closer examination. In the first place, it will be seen, only the "walking-legs" remain, and these are widely spaced along the thorax. They are, however, no longer used for walking, but simply as climbing-hooks. The first two pairs are armed with "pincers" for seizing food. At the base of the hindmost pair, and of the next two pairs of climbing-legs, a short rod will be seen. These are the gills which, in other crustacea, take the form of large plumes. Between the middle pair of climbing-legs in the female are two great "ovi-sacs," containing the eggs. But the most singular feature of all is the abdomen. For this, in other crustacea formed of a number of segments bearing the "swimmerets," is here reduced to a vestige, seen in the small stump between the last pair of legs. In all the other crustacea, as well as in the insects, the abdomen is the receptacle for the intestine, as well as many other organs. How is it that in these skeleton-shrimps this, as one would suppose indispensable region of the body, has come to be suppressed?



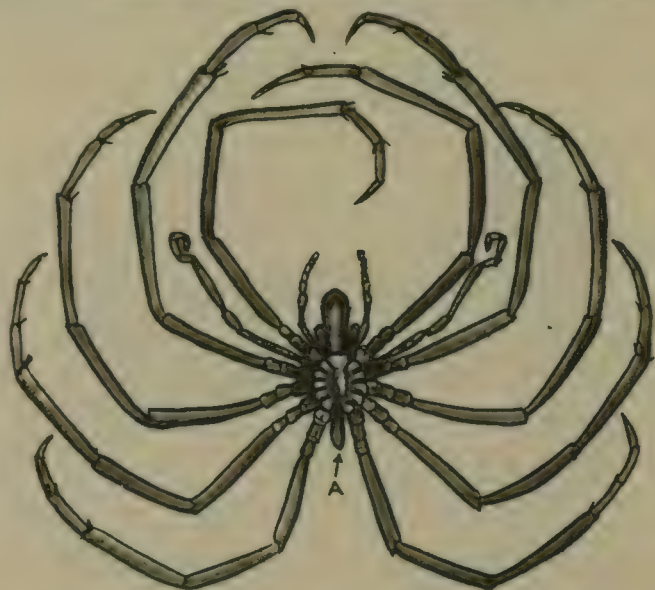
2. A NEAR RELATION OF THE SKELETON-SHRIMP SEEN IN FIG. 1 WHICH HAS UNDERGONE SOME SURPRISING MODIFICATIONS, GIVING IT AN ENTIRELY DIFFERENT APPEARANCE: THE WHALE-LOUSE (*PARACYMIS BOOPIS*), WHICH ALSO HAS ONLY A RUDIMENTARY ABDOMEN (A); THOUGH ITS GILLS (G) ARE EXTENSIVE.

wherein the whole apparatus of digestion has disappeared; they feed by absorbing the products of digestion in the intestines of their hosts.

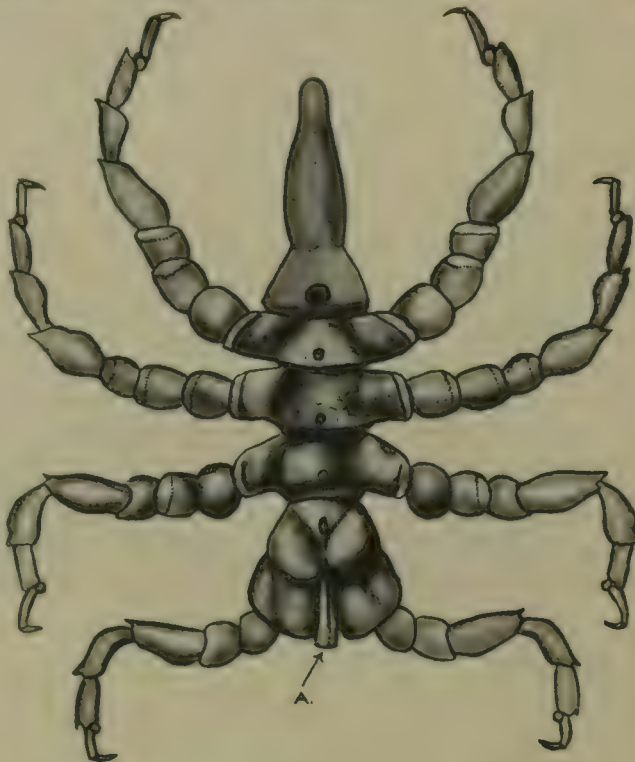
As a rule, where an innutritious diet is eaten, the intestine is of great length. But there are exceptions to every rule, as, for example, in the case of the fruit-bats, when an immense quantity of food is passed through a very short intestine in a continuous stream. This mode of feeding would be impossible but for the fact that the supply is practically inexhaustible and immediately within reach. But where meals are hard to come by, and few and far between, matters are otherwise. Here we find successive orgies of feeding followed by long fasts, as with the snakes, and especially the deep-sea fishes. In these, the stomach is enormously distensible, so much so that the ravenous one is enabled to swallow fish longer than itself, till the stomach forms a great bag hanging down below the body!

In all these cases the digestive organs are stowed away in that part of the body which we call the "abdomen." This, in the insects and crustacea, is generally very sharply defined. In the butterfly, for example, we can distinguish three distinct divisions of the body: the head, the thorax, which bears the wings and legs, and the abdomen. In some of the wasps, this abdomen is, as it were, thrust away from the thorax at the end of a long and incredibly slender shaft. In the higher crustacea the head and thorax are merged into one, as in the case of the lobster; but in the less specialised, the head is fairly distinct, and behind this succeed a number of rings passing backwards to the tail, but the thorax and abdomen are distinguishable only by the fact that the former bears the walking-legs, the latter the "swimmerets," the oar-like legs used in swimming.

But in adjustment to intensive use consequent on changes in the methods of securing food, there are some crustacea which have profoundly changed the form of the body, a change, it would seem, partly due to the nature of the food, and partly to mechanical



3. A PYCNOGONID IN WHICH THE ABDOMEN (A) IS A MERE VESTIGE, ALTHOUGH IT IS OTHERWISE ENTIRELY DISSIMILAR FROM THE PYCNOGONID SEEN IN FIG. 4: *DECALOPODA AUSTRALIS* FROM THE SOUTH SHETLANDS—OF A BRIGHT RED HUE, AND MEASURING 7 IN. ACROSS.



4. A PYCNOGONID, SOMEWHAT RESEMBLING THE WHALE-LOUSE, ALTHOUGH IN NO WAY RELATED TO IT: A CREATURE OF THE SPIDER TRIBE WHICH MAY BE FOUND UNDER STONES ON THE SEASHORE; ALSO CHARACTERISED BY A RUDIMENTARY ABDOMEN (A).

Other species of the genus *Nymphon*, like the skeleton-shrimps, are to be found clinging to the branches of zoophytes—commonly but mistakenly confused with "seaweeds." But in all the Pycnogonida, as in all the *Caprellidæ*, the abdomen has become reduced to a mere vestige. And there are no biting jaws, as in crustacea, feeding being effected by an enlarged "proboscis" containing a rasping and sucking apparatus.

Evidently the form of the body in these creatures has been moulded by their mode of life, for most of the Pycnogonida, which live amid the slender branches of zoophytes after the manner of "skeleton-shrimps," have long tubular bodies and legs far apart. But *Decalopoda*, which lives on the sea-floor, has, so to speak, undergone a process of "telescoping," whereby the long body has become so shortened as to range all the legs round a common centre. The great proboscis projects in front, and a short, slender stalk is all that remains of the abdomen! This remarkable creature, from the South Shetlands, is of a vivid scarlet colour, and measures 7 in. across the span of the legs.

THE AWAKENING OF CHINA IN ARCHÆOLOGY: FURTHER DISCOVERIES IN HO-NAN PROVINCE— ROYAL TOMBS OF THE SHANG DYNASTY, DATED TRADITIONALLY FROM 1766 TO 1122 B.C.

ARTICLE BY H. J. TIMPERLEY. ALL PHOTOGRAPHS BY SPECIAL PERMISSION OF THE ACADEMIA SINICA, NANKING. (COPYRIGHT RESERVED.)

TWO articles contributed previously by the writer to "The Illustrated London News" (June 21, 1930, and August 8, 1931) called attention to important archaeological discoveries made as a result of excavations carried out in Ho-nan province by the archaeological section of the Institute of History and Philology, Academia Sinica, of which Dr. Li Chi, China's leading anthropologist, is director. These earlier finds were made between 1928, when the work was first started, and 1931 in the district of Hsiao-tuntsun, near Anyang, which is known to have been one of the capitals of the Shang dynasty, traditionally dated 1766-1122 B.C. Since then the work has been continued year by year and a number of new sites have been discovered in adjacent regions. The most important of these new sites is the one near Houchiachwang, situated on the left



FIG. 1. A CROSS-SHAPED ROYAL TOMB OF THE SHANG DYNASTY (1766-1122 B.C.), ABOUT 21 YARDS SQUARE: A VIEW SHOWING THE BURIAL CHAMBER IN THE CENTRE OF THE FLOOR.

bank of the Hwan River, a little more than two miles north-west of Hsiao-tuntsun, where field work has been carried on under the direction of Mr. Liang Ssu-yung since the autumn of 1934. As the result of a systematic survey of the remains in this region Mr. Liang discovered to the north of Houchiachwang a group of cemeteries which, because of their size and rich contents, are believed to have been the royal mausolea of the Shang dynasty rulers, of whom there are said to have been twenty-eight during a period of 644 years. The objects found in these tombs were almost identical in type and workmanship with those found several years ago in the neighbourhood of Hsiao-tuntsun. Virtually all of these cemeteries proved to have been plundered by robbers on at least one occasion, and it is believed that in some instances the depredations may have occurred so long ago as the first or second century of the Christian era. These early vandals evidently knew a good deal about the construction of the tombs, for in each case an excavation had been made right in the centre, affording access to the spot where the more valuable contents were stored. In most cases the robbers appear to have left behind only those objects which they considered valueless or which proved too cumbersome to remove. There are indications that jade, bronze and gold work must have been included in the loot. Some thousands of tombs were found distributed over an area of about ten English acres, and in the course of three seasons' work about 1100 of them have been excavated. Eleven were of a size which, taken in conjunction with the nature of their contents, indicated that they had been built to hold the remains of deceased members of the royal house of Shang. In most cases the large tombs were surrounded by a number of smaller ones, and occasionally

(Continued overleaf)



FIG. 2. A ROYAL SHANG TOMB: A LARGE CENTRAL PIT, SHAPED LIKE AN INVERTED PYRAMID, APPROACHED FROM NORTH, EAST AND WEST BY EARTHEN STEPS, AND FROM SOUTH BY A LONG, SMOOTH INCLINE.



FIG. 3. SHOWING THE BURIAL CHAMBER (IN CENTRE FOREGROUND) AND THE EARTHEN STAIRWAY LEADING DOWN INTO THE PIT ON THE NORTHERN SIDE: ANOTHER VIEW OF A SHANG ROYAL TOMB.

CHINESE ART & CRAFT WORK MORE THAN 3000 YEARS OLD: SHANG DYNASTY BRONZES, SCULPTURE, AND A MUSICAL STONE.

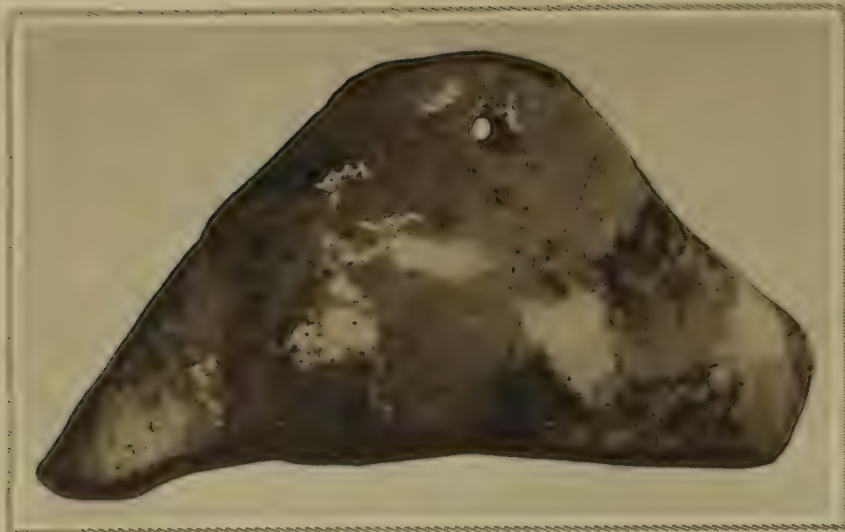


FIG. 4. A MUSICAL STONE WITH TWO DISTINCT NOTES ACCORDING AS IT IS STRUCK AT THE TOP OR NEAR THE BOTTOM: AN OBJECT FOUND WITH THE BRONZE VESSELS SHOWN IN FIGS. 10 AND 11.



FIG. 5. A BRONZE DRINKING HORN DISCOVERED IN A TOMB OF THE SHANG DYNASTY, IN THE PROVINCE OF HO-NAN: A FINELY SHAPED VESSEL WITH DECORATION ON THE LID AND BELOW.

Continued from preceding page.

there were found among the latter a series of pits in which horses and chariots had been buried. The relationship of these smaller tombs to the larger ones remains uncertain, but it is thought possible that the former date back to an earlier period. This would dispose of the theory held in some quarters that they represented a form of "companionate burial," in which a great man's subordinates might be immolated simultaneously. The large tombs were mostly built in the form of a cross, with a large central pit shaped like an inverted pyramid, which had approaches from the four points of the compass—from the north, east, and west by steep flights of earthen steps, and from the south by a long, smooth incline (Figs. 1, 2, and 3). It is thought that the body was taken down the incline from the south, while the flights of steps may have been used in constructing the tombs or in connection with the elaborate funeral ceremonies. The most typical tombs measured 19.5 metres (about 21 yards) square. It is supposed that after the central pit was dug to a depth of about 12 metres (about 13 yards), a wooden chamber about two metres (about 6½ feet) high was built in the centre of it. Then the space between the walls of this chamber and the walls of the pit was filled in with stamped earth up to the level of the roof of the chamber, making a platform on which funerary objects and the skulls of human victims were deposited. The whole pit was then filled in with stamped earth up to the ground-level. Whether or not a mound was subsequently raised over the site of the tomb is uncertain, but the accuracy with which the looters made their excavations suggests that there must have been some distinguishing feature. Objects found in the tombs consisted mainly of bronzes, ivories, chariot ornaments and carvings in bone and stone, the last-mentioned being perhaps the most interesting

from the artistic or cultural standpoint. Although, as evidenced by the human torso found in 1929 (described in "The Illustrated London News" of June 21, 1930), it is known that the Shang people did sculptural work in round form as well as in relief, it has only become apparent recently that

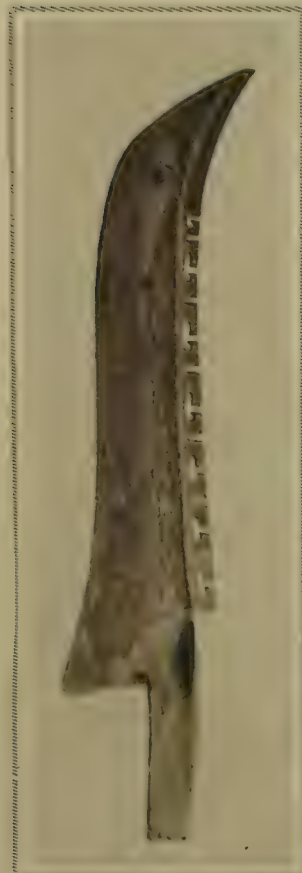


FIG. 7. CURIOUSLY SERRATED ALONG THE BACK: A BRONZE KNIFE FROM A SHANG TOMB.



FIG. 6. MADE ON SOMEWHAT THE SAME PRINCIPLE AS A MODERN THERMOS FLASK: A BEAUTIFUL BRONZE VESSEL WITH DOUBLE COVERS, ONE DETACHABLE FOR USE AS A DRINKING CUP AND THE OTHER FASTENED BY A CHAIN.



FIG. 8. A BRONZE HELMET FROM ONE OF THE ROYAL TOMBS OF THE SHANG DYNASTY (1766-1122 B.C.): ONE OF SEVERAL HUNDREDS DISCOVERED ON THE SITE.

the art was developed to a high degree, both as to skill and general concept. Amongst a number of good examples, the most striking are two animal figures. One is a highly conventionalised figure of an owl (Figs. 9 and 13), about 32 centimetres high and decorated with typical Shang motifs. The other is a similarly executed figure of a mythical animal (Fig. 14) with a tiger-like head, a simian or possibly even a human body in a kneeling position, and feline claws. The material used in both cases was a highly polished limestone with a surface resembling alabaster. As in the torso found at Hsiao-tuntun, these two figures had in the back (e.g., Fig. 9) a vertical trough or groove, the exact significance of which has not yet been determined. Unfortunately, owing to disturbance by plunderers, the original position of the stone figures in the tomb is not known. Both of the figures give an impression of great vigour and strength and reveal a highly developed skill in carving. Dr. Li Chi feels positive, judging from the highly conventionalised form, that there must have been a long line of development behind these two pieces, which he considers to be probably the oldest examples of sculpture that have been found in the Far East. Minor examples unearthed by the excavators all point to a high standard of craftsmanship attained by stone-workers of the Shang period. Of particular importance amongst the new bronze discoveries, both on account of their size and because of the excellent workmanship, were two large rectangular cauldrons. One (Fig. 11) measured 60 cm. in height, by 65 cm. long, by 45 cm. wide; the other (Fig. 10) was 50 cm. high, by 52 cm. long, by 38 cm. wide. Both have been preserved in excellent condition and are richly decorated. The larger cauldron (Fig. 11) is inscribed with a single archaic character in pictographic form meaning "Ox", and is decorated with the ox motif common amongst Shang bronzes. The smaller one (Fig. 10) carries a pictogram meaning "deer", and is decorated with a deer and bird motif which has not previously been encountered.

(Continued opposite.)



FIG. 9. SHOWING THE VERTICAL GROOVE, APPARENTLY MADE FOR FIXING IT, THOUGH ITS ORIGINAL POSITION IS UNKNOWN: THE BACK OF THE OWL IN FIG. 13.

THE OLDEST KNOWN FAR-EASTERN SCULPTURE; AND SUPERB BRONZES: MASTERPIECES OF ANCIENT CHINESE ART FROM SHANG TOMBS.



FIG. 10. A MAGNIFICENT BRONZE RECTANGULAR CAULDRON, RICHLY DECORATED, WITH A HITHERTO UNKNOWN STAG AND BIRD MOTIF: ONE OF THE FINEST PIECES DISCOVERED IN THE SHANG DYNASTY TOMBS (50 CM. HIGH, 52 CM. LONG, 38 CM. WIDE)

richly inlaid with turquoise (e.g., Fig. 12). Most of the bone and ivory carvings were in a fragmentary condition, but it was clear that they were executed in the same spirit and with the same skill as those previously found on the dwelling site at Hsiaotuntsun. In many instances these carvings were inlaid with turquoise in the same way as the bronze chariot ornaments. The motifs consisted mainly of the conventional "t'iao t'ieh" type, but there were also a number of other designs, such as lizards, fish, birds, worms and geometric patterns such

[Continued below on right.]



FIG. 12. A BRONZE PLAQUE INLAID WITH TURQUOISE, FROM A SHANG TOMB: PROBABLY A HARNESS ORNAMENT.



FIG. 11. A BRONZE CAULDRON (FOUND WITH THAT IN FIG. 10) DECORATED WITH THE OX DESIGN AND INSCRIBED WITH AN ARCHAIC PICTOGRAPH MEANING "OX" (60 CM. HIGH, 65 CM. LONG, AND 45 CM. WIDE).

[Continued from opposite page.]

These two magnificent bronzes were found together in one of the large tombs, near the main entrance passage, together with a large piece of musical stone (Fig. 4). Further on in the same passage was a large collection of several hundreds of bronze spear-heads, halberds and helmets (e.g., Fig. 8). Bronze articles were found also in many other tombs and revealed a great variety both of form and of workmanship. Amongst the most beautiful pieces was a tankard with double covers (Fig. 6), one of which could be used as a drinking cup much like the detachable top of a modern thermos flask. The upper cover was attached to the vessel by means of a chain. There were also a number of bronze ornaments which had been used as chariot decorations, some being

[Continued above in centre.]

[Continued from centre above.]

as stars. Evidently these carvings were used simply as decorations, possibly attached to other more utilitarian objects. A number of jades were discovered, and here again the finds were mostly in a fragmentary condition. Some were carved in the form of mythical animals, such as dragons, while one had the head of a bird and the tail of a fish. Others again had a purely geometrical shape, such as a circular disc or a rectangular tube. Genuine jades were comparatively rare; most of the carvings that were discovered consisted of jadeite or hard stone.



FIG. 13. CONSIDERED—WITH THE ADJOINING OBJECT (FIG. 14)—THE OLDEST EXAMPLE OF SCULPTURE YET FOUND IN THE FAR EAST: A CONVENTIONALISED FIGURE OF AN OWL (ABOUT 32 CM. HIGH) BEAUTIFULLY CARVED IN LIMESTONE, DISCOVERED IN A TOMB OF THE SHANG DYNASTY (1766-1122 B.C.).



FIG. 14. A COMPANION PIECE TO THAT SHOWN IN FIG. 13, AND LIKEWISE PROBABLY ONE OF THE OLDEST EXAMPLES OF FAR-EASTERN SCULPTURE: A POLISHED LIMESTONE FIGURE OF A MYTHICAL CREATURE WITH TIGER-LIKE HEAD, FELINE CLAWS, AND SIMIAN OR HUMAN BODY IN A KNEELING POSTURE.

THE DRAMATIC GRAND NATIONAL OF 1936 : A TWO-YEARS-IN-SUCCESION WINNER; FAVOURITES WHO FAILED; DAVY JONES.



THE GREAT DISAPPOINTMENT AT THE FIRST FENCE IN A GRAND NATIONAL MARKED BY A SUCCESSION OF DRAMATIC INCIDENTS: GOLDEN MILLER (CENTRE) FALLS AND LOSES HIS JOCKEY; TO GET UP AGAIN AND REFUSE SHORTLY AFTERWARDS.



TRAGEDY OVERTAKES THE FAVOURITE: AVENGER ON THE GROUND AFTER THE FALL IN THE SECOND ROUND WHICH BROKE HIS NECK—WITH PENCRAIK NEARLY ON TOP OF HIM.



THE MOST EXTRAORDINARY EVENT IN A REMARKABLE RACE: DAVY JONES RUNS OUT, HIS REINS HAVING BROKEN (RIGHT), WHILE REYNOLDSTOWN, WHOM HE APPEARED TO BE BEATING, WENT ON TO WIN.—(Photograph by Courtesy of British Movietone News.)



WINNER OF THE GRAND NATIONAL FOR TWO YEARS IN SUCCESSION—A FEAT NOT EQUALLED SINCE 1870: REYNOLDSTOWN, WITH HIS OWNER, MAJOR FURLONG, AND (LEFT) MR. FRANK FURLONG, WHO RODE HIM LAST YEAR.



VICTORIOUS REYNOLDSTOWN—MR. F. WALWYN UP: THE WINNER TAKING THE LAST FENCE MANY LENGTHS AHEAD OF EGO—DAVY JONES HAVING RUN OUT.



THE GRAND NATIONAL WINNER: REYNOLDSTOWN LED IN BY HIS OWNER-TRAINER, MAJOR FURLONG—MR. F. WALWYN, WHO WAS AT SANDHURST WITH MR. FRANK FURLONG, UP.

This year's Grand National was remarkable for a series of dramatic incidents. That famous horse, Golden Miller, had been a pronounced favourite, but the odds against him went to five to one before the start. Golden Miller disappointed his backers by coming down at the first fence. Avenger had moved up to favourite just before the off. He was going well, but fell at the first fence "in the country" during the second round and broke his neck. Happily, his rider was not injured. By the time that the Canal Turn had been reached on the second time round Davy Jones and Reynoldstown had drawn well ahead. Reynoldstown was ridden by that

great rider, Mr. Walwyn. None the less, it seemed to many that Mr. Mildmay (son of the owner, Lord Mildmay of Flete) was the more likely winner of the duel on Davy Jones—a horse quoted at a hundred to one! Just before he reached the last fence but one the buckle of Davy Jones's reins came undone and the horse ran out. Thus Reynoldstown won the Grand National for the second year in succession, a feat not equalled for sixty-six years. Reynoldstown is owned by Major Noel Furlong. Last year, our readers will recall, Reynoldstown was ridden to victory by Major Furlong's son, Mr. Frank Furlong.

THE 88TH OXFORD AND CAMBRIDGE BOAT RACE: THE RIVAL CREWS.



OXFORD PRACTISING AT PUTNEY: (FROM LEFT TO RIGHT) KIRKE (COX), WINSER (STROKE), CHERRY (7), STURROCK (6), SCIORTINO (5), WOOD (4), GARSIDE (3), LEWES (2), AND ASHBY (BOW).



COX (OXFORD):
M. A. KIRKE (SHER-
BORNE AND KEBLE).



STROKE: D. M. DE
R. WINSER (WIN-
CHESTER AND CORPUS
CHRISTI).



No. 7: J. C. CHERRY
(WESTMINSTER AND
BRASENOSE).



No. 6: J. D. STUR-
ROCK (WINCHESTER
AND MAGDALEN).



No. 5: B. J. SCIOR-
TINO (SHREWSBURY
AND UNIVERSITY
COLLEGE).



No. 4: S. R. C. WOOD (GEELONG,
AUSTRALIA; AND
BRASENOSE).



No. 3: K. V. GAR-
SIDE (BRADFELD
AND ST. JOHN'S).



No. 2: J. S. LEWES
(KING'S, PARRA-
MATTA; AND CHRIST
CHURCH).



BOW: M. G. C.
ASHBY (OUNDE AND
NEW COLLEGE).



CAMBRIDGE PRACTISING AT CHISWICK: (FROM LEFT TO RIGHT) DUCKWORTH (COX), LAURIE (STROKE), WILSON (7), BURNFORD (6), LONNON (5), KINGSFORD (4), LEWIS (3), MASON (2), AND CREE (BOW).



COX (CAMBRIDGE):
J. N. DUCKWORTH
(LINCOLN AND
JESUS).



STROKE: W. G. R. M.
LAURIE (MONKTON
COMBE AND SELWYN).



No. 7: J. H. T.
WILSON (SHREWS-
BURY AND PEM-
BROKE).



No. 6: D. W. BURN-
FORD (ST. PAUL'S
AND JESUS).



No. 5: M. P. LONNON
(WESTMINSTER AND
THIRD TRINITY).



No. 4: D. G. KINGS-
FORD (UPPINGHAM
AND PEMBROKE).



No. 3: G. M. LEWIS
(MALVERN AND PEM-
BROKE).



No. 2: H. W. MASON
(CLIFTON AND
TRINITY HALL).



BOW: T. S. CREE
(GEELONG, AUSTRA-
LIA; AND JESUS).

The 88th annual Oxford and Cambridge Boat Race is to be rowed to-day (April 4) over the customary course from Putney to Mortlake, and everyone is wondering whether Oxford will break the long spell of Cambridge victories, for the last twelve successive years. Up to now Cambridge has won 46 races in all, and Oxford 40, while one (that of 1877) was a dead-heat. About four weeks ago, it may be recalled, an alteration was made in the rowlocks of the Oxford boat. After swivel rowlocks had been used in training for about two months, it was decided to revert to the fixed type. About the same time an important change was made in the order of

rowing. Winsor became stroke, while J. S. Lewes, the previous stroke, took his place at No. 2. Changes in the crews might, of course, be made at the last moment, but at the time of our going to press they were as shown above. An interesting incident in connection with this year's contest was the recent invitation to both crews, from the French Rowing Federation, to go to Paris after the race and row against two French crews on the Seine. Unfortunately, it was found impossible, for various reasons, to fix a date during the spring or summer of the present year, but it is hoped that such an event may be arranged next year.

A 99 PER CENT. POLL AND A 99 PER CENT. VOTE FOR HERR HITLER: THE GREAT ELECTION CAMPAIGN IN GERMANY.



A SYMBOL OF THE OBEDIENCE DR. GOEBBELS ANTICIPATED WHEN HE ORDERED THAT, AT A SIGNAL BY WIRELESS, EVERY CITY, TOWN, AND VILLAGE SHOULD HOIST FLAGS WHILE THE LEADER SPOKE AT ESSEN: LUDWIGSHAFEN ARRAYS IN HERR HITLER'S HONOUR.



THE OLD ZEPPELIN "GRAF ZEPPELIN" AND THE NEW ZEPPELIN "HINDENBURG" DURING THEIR PROPAGANDA FLIGHT OVER BERLIN: SYMBOLS OF . . . THE READINESS FOR PEACE OF THE GERMAN PEOPLE."

The great Reichstag election campaign culminated in the official announcement after the polling on Sunday, March 29, that 45,431,102 persons were eligible to vote and that 44,954,937 votes had been cast. The votes for the Party List, which means for Herr Hitler and a "Sovereign State" Germany, were 44,411,911; and there were 543,026 votes against and invalid. The "contest" was conducted with intensity and ingenuity, for the present state of European



AT COLOGNE, WHENCE HE PROCEEDED TO BERLIN, TO REGISTER HIS VOTE IN THE THIRD CLASS WAITING-ROOM OF THE POTSDAMERPLATZ STATION: HERR HITLER ON THE BALCONY OF THE DOM HOTEL.

affairs made it particularly necessary for Nazi Germany to demonstrate not only unity and agreement with the recoupation of the Rhineland zone, but complete confidence in the Leader and his policy of "freedom, honour and peace." A note or two may be given in amplification of the captions under our pictures. The photograph of decorated Ludwigshafen emphasises the obedience paid to such orders as that given by the Minister for Propaganda



ON THE DAY THAT GERMANY OBSERVED A MINUTE'S SILENCE, CEASED WORK FOR AN HOUR TO LISTEN TO THE LEADER'S SPEECH, AND HOISTED FLAGS IN RESPONSE TO A WIRELESS ORDER: HERR HITLER SALUTED ON HIS ARRIVAL AT THE KRUPP WORKS IN ESSEN.



WITH Mallet, Hammer, Sword, and Swastikas BEHIND HIM—NOT THE HAMMER AND THE SICKLE!: HERR HITLER SPEAKING AT THE KRUPP WORKS IN ESSEN, STANDING ON A PLATFORM PLACED ON THE UNDERCARRIAGE OF A LOCOMOTIVE AND WITH A CYLINDER AS READING-DESK; DECLARING, FOR ALL THE WORLD TO HEAR, "WE MUST BE MASTERS IN OUR OWN HOUSE."

in connection with March 27. Referring to this, "The Times" Berlin correspondent wrote: "The beflagging of houses, one minute's silence, and the hearing of a speech by the Führer were the national duties for the afternoon. At a quarter to four a rash of red swastikas broke out in every city, town, and village in response to the order by wireless, 'Hoist flags.' No public building, no mansion or cottage was to be without one, Dr. Goebbels had

ordered." That was for the occasion of Herr Hitler's speech at the Krupp Works in Essen, during which shops remained closed and work indoors and outdoors was suspended while the nation listened; and when the Leader declared: "We must be masters in our own house." Previously, at Ludwigshafen, in the Rhine zone, he had said, on March 25, that he regarded the Locarno Powers' proposals as an insult to German honour and dignity.

THE BOMBING OF HARRAR: THE EMPEROR OF ABYSSINIA'S BIRTHPLACE RAIDED.



A STREET IN HARRAR; WITH A WATER-COURSE, AT PRESENT DRY, RUNNING DOWN THE MIDDLE OF IT: A TYPICAL SCENE IN THE NATIVE CITY.



ROOFS OF NATIVE HOUSES IN HARRAR: A CLOSE-PACKED JUMBLE OF CONICAL OR FLAT-ROOFED DWELLINGS, INTERSECTED BY NARROW, WINDING STREETS—AN OPEN TOWN HEAVILY BOMBED BY THE ITALIANS, PERHAPS IN PREPARATION FOR AN ADVANCE ON THE SOUTHERN FRONT.



HARRAR—BOMBED BY ITALIAN AEROPLANES UNTIL MUCH OF IT WAS DESTROYED AND FIRES HAD BROKEN OUT IN MANY PLACES: A GENERAL VIEW OF THE SECOND LARGEST TOWN IN ABYSSINIA, THE EMPEROR'S BIRTHPLACE AND THE CENTRE OF HIS PROVINCE.



A NATIVE QUARTER OF HARRAR, WHICH CONTAINS FEW BUILDINGS OF A SUBSTANTIAL KIND EXCEPT THE GOVERNOR'S PALACE, THE FRENCH HOSPITAL, AND SOME SHOPS OWNED BY GREEK TRADERS: A MASS OF HUTS IN THE ARAB STYLE, NOW DESTROYED BY ITALIAN BOMBS.

On the morning of March 29 Harrar, the second largest town in Abyssinia, the birthplace of the Emperor and the centre of the province of which he was Ras, was heavily bombed by Italian aeroplanes. The official Italian communiqué was brief. It ran: "Yesterday thirty-three machines of the Somaliland Air Force bombed Harrar, striking the already known military objectives with visible effect. Notwithstanding the sharp anti-aircraft fire, no machine was hit." Statements from Addis Ababa said that over 300 bombs were dropped on the town and an unknown quantity outside the walls. Fifty, it was reported, fell on the Egyptian Red Crescent at the Diredawa Gate, fourteen on the Catholic Mission, four on the French hospital and Consular agency, three on the Swedish Mission near the

British Consulate, and four on the Ethiopian military hospital. Ras Makonnen's old palace, which was used as a wireless station, was destroyed, and the Catholic church and the Coptic cathedral were severely damaged. It was thought that only four people were killed, as the population took refuge outside when the alarm was given before the bombardment. Much of the town was set on fire. The messages added that all the hospitals were plainly marked with the Red Cross or Crescent, and that as Harrar is an open town there was not a single anti-aircraft gun to fire on the raiders. The Ethiopian Foreign Minister protested to the League of Nations against the bombing of Harrar, which he stated to have been demilitarized and allotted as a hospital centre for casualties.



**A RELIC OF THE CHINESE COURT 2000 YEARS AGO, ASSOCIATED WITH AN EMPEROR'S "DREAM MAIDEN":
A BRONZE LAMP, WITH A PHOENIX ON A TORTOISE, MADE FOR THE PALACE WOMEN, 28 B.C. (ACTUAL SIZE.)**

This dainty little lamp was undoubtedly once carried by princesses of the Chinese Court at Ch'ang-an (now Si-an, capital of Shensi), just before the Christian era began. It now has an honourable place in the Royal Ontario Museum. The lamp is but 8 inches high, and the oil bowl 4 inches in diameter. The design represents a bird standing on a tortoise, and holding in its beak the stem of a circular shallow oil bowl. This bowl formerly had the usual central spike around which the wick was twisted, but this has disappeared. The patination was at first greyish-green with a glossy surface, usually termed "*water patine*," but after electrical treatment to prevent corrosion the gloss disappeared and the surface assumed a soft matt effect of light green. The lines and moulding suggest an original model carved in wood. The inscription records that in the First Year of Ho-p'ing (28 B.C.) an official made for the "Inner" apartments a Feng Huang (phoenix) lamp which weighed 1 lb. 14 oz. (*i.e.*, in Western Han weights). The tortoise symbolised longevity, and was a benign intermediary

between departed ancestors or unseen spirits and living human beings. The phoenix signified a felicitous reign. The original phoenix was probably the Chinese pheasant. The combination of tortoise, phoenix, and lamp probably derives from Taoism of B.C. times. In later legends the phoenix is replaced by a crane. To-day, in China and Japan, a crane on a tortoise and holding a candle-holder is a common form of candlestick. The story of a Western Han Court concubine—Wang Chao-chün—the "Dream Maiden" of the Emperor Yuan Ti, has been told in Chinese prose and poetry through the centuries. To appease a marauding chief she was given in marriage to him by the Emperor and sent into nomadic exile. It was just eight years before this lamp was made that she left the Court, and doubtless her old companions would gather around this lamp, or carry it about the Palace. Her home was in the Yangtse valley in what is now the Province of Hupeh, and, strange to say, this lamp was recently excavated there, many hundred miles from Ch'ang-an, where it was made.

Description by the Rt. Rev. William C. White, Sometime Bishop of Honan; Professor of Chinese Archaeology in the University of Toronto; Keeper of the Far Eastern Collection of the Royal Ontario Museum, Toronto. Coloured Drawing by Miss Dorothy MacDonald, of the Museum Staff.

HORSE MAP OF THE WORLD

Explanation
On the border of this Map are shown the better known breeds of Horses, including the Prevalsky (Wild) Horse, and the Foundation stock of the Arabian-bred, the Darley Arabian and the Godolphin Barb. With each breed is shown the country from which it came and the approximate date of founding of the breed; the height of the withers and the weight. There is also given the group to which the breed belongs. On the Map of the World shown hereafter the numbers marked with each breed are shown on the country to which it belongs. The usual colors of the breeds are also noted as well as the line of descent and other facts. Derived from many sources, designed by Charles Palmer. Copyright 1934.

Scale: 100 Miles

Regions and Breeds:

- China:** Only remaining Wild Horse
- Ireland:** 15th Century
- Wales:** 18th Century
- North of Ireland:** PARSIE, HERZIESE, ISLAND 10th Cent.
- Scotland:** 15th Century
- England:** 10th Century
- England:** 13th Century
- Norway:** Very Ancient
- China:** Very Ancient
- England:** Since 1872
- Mexico:** 16th Century
- United States:** 18th Century
- United States:** 18th Century
- Russia:** 18th Century
- Hackney:** (Horse) Since 1735
- Germany:** 18th Century
- France:** 17th Century
- England:** 18th Century
- Belgium:** 18th Century
- France:** 18th Century
- England:** 18th Century
- Scotland:** 17th Century
- England:** 18th Century
- Germany:** 18th Century

Breed Cards (Examples):

- PREVALSKY HORSE:** Dun black more tail and lower legs.
- CINNAMARA PONY:** Gray and Yellow Dun. 15 to 14 hands.
- WELSH PONY:** Bay or Brown, occasionally Grey and Black. 12 to 15 hands.
- CELTIC PONY:** Generally light bay with black dorsal stripe. About 12 hands.
- SHETLAND PONY:** Brown, Black, or Bay. Occasionally pinto and other colors. 10 to 12 hands. 112 to 122 lbs. Pure bred 9 to 10 lbs.
- NEW FOREST PONY:** Usually Bay or Grey. 12 to 13 hands. 112 to 122 lbs. From Isle of Wight.
- EXMOR PONY:** Black, Bay, or Brown. Mostly coloured spots. 12 to 15 hands.
- NORWEGIAN PONY:** Bay, Chestnut, and Black. Stripes and flecks.
- NORWEGIAN PONY:** Very Ancient.
- CHINA:** Very Ancient.
- POLO PONY:** Threequarters Thoroughbred. Up to 15 hands.
- MUSTANG:** Bay, Grey, and Black. 12 to 14 hands.
- STANDARDIZED (Trailing):** Usually Brown or Bay. 17 to 18 hands. 1700 to 1800 lbs.
- MORGAN (Horse):** Chestnut, Bay, or Black. 15 to 16 hands. 1200 to 1300 lbs.
- ORLOFF (Trailing):** Usually Grey or Black. 15 to 16 hands. 1200 to 1300 lbs.
- HACKNEY (Horse):** Chestnut, Bay, or Black. 15 to 16 hands. 1200 to 1300 lbs.
- GERMAN COACH:** Bay, Brown, or Black. 15 to 16 hands. 1200 to 1300 lbs.
- SHIRE (Horse):** Bay, Brown, or Black. 17 to 18 hands. 1800 to 2000 lbs.
- CLEVELAND BAY (Horse):** Bay, Brown, or Black. 15 to 16 hands. 1200 to 1300 lbs.
- BELGIAN (Horse):** Bay, Brown, or Black. 15 to 16 hands. 1200 to 1300 lbs.
- PERCHERON (Horse):** Bay, Brown, or Black. 15 to 16 hands. 1200 to 1300 lbs.
- SUFFOLK (Horse):** Chestnut, Bay, or Black. 15 to 16 hands. 1200 to 1300 lbs.
- CLYDESDALE (Horse):** Bay, Brown, or Black. 16 to 17 hands. 1500 to 2000 lbs.
- SHIRE (Horse):** Bay, Brown, or Black. 17 to 18 hands. 1800 to 2000 lbs.
- GERMAN COACH:** Bay, Brown, or Black. 15 to 16 hands. 1200 to 1300 lbs.

"A HORSE MAP OF THE WORLD": THE COUNTRIES OF ORIGIN OF SOME THIRTY BREEDS OF HORSES, INCLUDING THE FOUNDATION SIRE OF THE MODERN RACING THOROUGHBRED.

With the Grand National fresh in memory and sporting folk beginning to look forward to another Derby, the Briton's perennial interest in horseflesh is just now particularly strong. The time seems appropriate, therefore, to publish this delightful map, showing the various equine breeds and their countries of origin, and forming a companion picture to the "Dog Map of the World" which appeared in the *Illustrated London News* in 1935. As the racehorse and its attendant breeds are mainly in question at the moment, we have added a note to the author's notes a few historical details concerning the famous "foundation" sires numbered 11 and 13 on the map. Writing in "The

Encyclopaedia of Arab," the late Wilfred Swaine Blunt said: The Arabian horse—in Arabic, *Khathen*—is probably the most ancient of existing domestic breeds. He is also the original 'thoroughbred' horse of the East, from whose exemplar all Western ideas of thorough breeding in horseflesh were derived. He has been held in repute as of 'noble' blood for at least 1300 years. . . . Mares were brought to the Barbours in Charles II.'s time, when the Royal Stud was founded. They were imported from the famous stud named *Haras* of 'Turks', captured in the wars in Hungary. It was not, however, till the beginning of the eighteenth century that the great success of the 'Darley

Arabian, a horse undoubtedly Kehalain blood and purchased direct from the Arabs of Northern Arabia by Mr. Darley, our Consul at Aleppo, revealed to English breeders the true source of excellence in Eastern blood." In the same work another writer states: "The Godolphin Barb or Arabian was a little brown horse—he only stood about fifteen hands—foaled in 1724. His origin is doubtful, the rumour being that he was sent as a present by the Emperor of the East to the King of France. He was sent to the King of France in 1724, and he was sent to Paris, where he did the humblest possible duty in a water-cart. An Englishman, Mr. Coke, bought him for £3, and gave him to a Mr. Roger Williams,

by whom he was presented to the Earl of Godolphin, whence his description; he seems to have had no name. He laid the foundations of the family, and according to further report pined away and died of remorse after accidentally killing his favourite cat." The horse-map, like the dog-map above mentioned, was designed by Mr. Joseph P. Sims, a Philadelphia architect, who has occupied himself for some years in decorative and historical cartography. The new horse-map is the work of the same artist, and is also published by the same American publishers, Messrs. J. L. Smith Co., of 1603, Sanson Street, Philadelphia, U.S.A., and is reproduced here by special permission.

ROWLAND

HILDER

1936



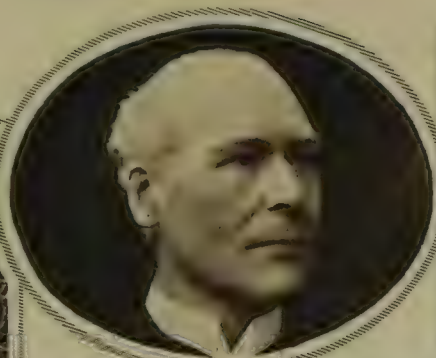
A COPY OF THIS PICTURE CAN BE OBTAINED (POST FREE) ON APPLICATION TO DEPT. L., THE DUNLOP RUBBER CO., LTD., ST. JAMES'S STREET, LONDON, S.W. 1.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



THE MURDER OF VICE-ADMIRAL BOYLE SOMERVILLE: THE POINT HOUSE, CASTLETOWNSHEND, IN THE ENTRANCE HALL OF WHICH HE WAS SHOT DOWN BY ARMED MEN.

Vice-Admiral Henry Boyle Somerville was murdered at Castletownshend, Co. Cork, on March 24 by four armed men, who arrived at his home in a motor-car and entered the house. One of them drew a revolver and shot the Admiral dead. The Admiral's wife was in the house at the time, but was not hurt. A card bearing the words: "This British agent has sent 52 Irishmen into the British Forces in the past few months. He will send no more," was said to have been found at the house.



VICE-ADMIRAL BOYLE SOMERVILLE.

Murdered at Castletownshend, Co. Cork, on March 24. Saw much service in the Eastern and Western Pacific and the Persian Gulf, being employed for many years on hydrographic surveying. He was with the North Atlantic Patrol and Convoy Service during the war.



LORD MARSHALL.

Governing director of Horace Marshall and Son, publishers and newspaper distributors. Died March 29; aged seventy. He became Lord Mayor of London in November 1918, and took a leading part in the brilliant civic functions marking the celebration of peace.



MR. R. B. PEARSON.

Succeeded Sir Archibald Campbell as chairman of the Stock Exchange Committee, March 25. Mr. Pearson is a director of the following concerns: British Alberta Co., Ltd., the British and Overseas Agency, Ltd., Credit For Industry, Ltd., and the United Dominions Trust, Ltd.



MR. JAMES GRIFFITHS.

Elected M.P. (Labour) in the by-election at Llanelly, March 27. Had a majority of 16,221 over his Liberal National opponent, Mr. W. A. Jenkins. Llanelly returned a Labour representative in the General Election. President, South Wales Miners' Federation.



MME. CONCHITA SUPERVIA.

The famous coloratura contralto opera singer. Died March 30, after giving birth to a still-born child. Began her career in Buenos Aires at the age of fifteen. In recent years in London she won considerable fame for her singing in Rossini's operas, notably "La Cenerentola."



GENERAL SIR A. R. CAMERON.

G.O.C.-in-C., Scottish Command. Appointed to the revived office of Governor of Edinburgh Castle, which has been in abeyance since 1860. The office of Governor, it is said, dates back to the fifteenth century. The approval of the revival of the office was one of the last acts of the late King George V.



SIR ARCHIBALD GARROD.

Formerly Regius Professor of Medicine at Oxford. Died March 28; aged seventy-eight. Consulting physician to St. Bartholomew's Hospital; and also to the Hospital for Sick Children, Great Ormond Street. Was consulting physician to the Mediterranean Forces from 1915 to 1919.



MISS HENRIETTA BUSK.

A leading personality in the sphere of education. Died March 26; aged ninety. Entered Bedford College for Women in 1861 and was closely associated with it for over sixty-six years. Began to serve on the College Council in 1889, and on the Finance Committee in 1891. On the Council of the Teachers' Guild, 37 years.



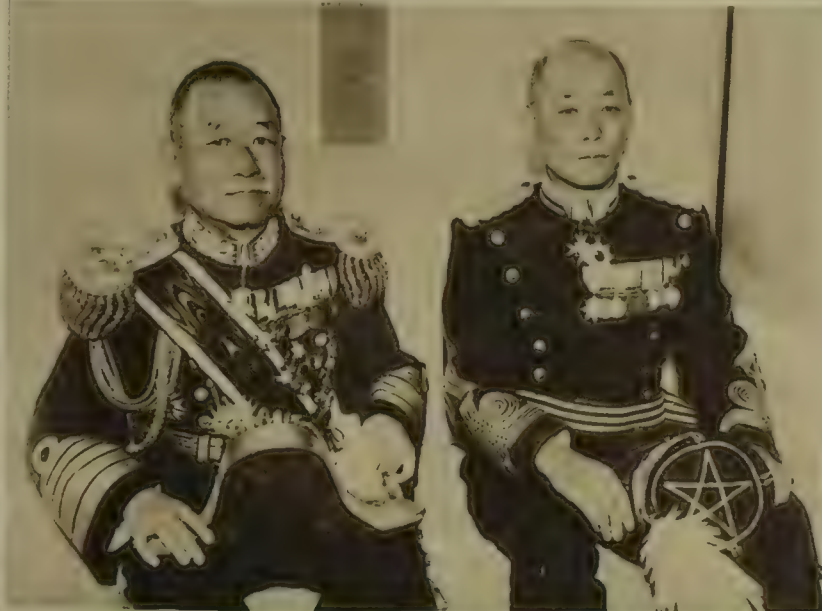
THE NEW AGREEMENT BETWEEN AUSTRIA, ITALY, AND HUNGARY: GENERAL GOMBOS SIGNING THE "INSTRUMENT" FOR HUNGARY; WITH DR. SCHUSCHNIGG ON THE RIGHT.

Signor Mussolini, General Gombos (the Hungarian Prime Minister), and Dr. Kurt Schuschnigg (the Austrian Chancellor) signed an "instrument" additional to the Protocols of Rome of March 1934 at Rome on March 23. This "instrument" asserts the intention of the three countries to "form themselves into a group"; to enter into no negotiations in connection with the Danubian question without previously consulting each other; and to set up machinery for regular consultation in the future.



THE PRINCESS OF PIEDMONT TAKING SHIP AT NAPLES ON HER WAY TO SERVE AS A RED CROSS VOLUNTEER WITH THE ITALIAN EAST AFRICAN FORCES; ASCENDING THE GANGWAY IN COMPANY WITH THE PRINCE OF PIEDMONT.

The Princess of Piedmont sailed for East Africa in the hospital ship "Cesarea" on March 26. She intends (it is stated) to work for some time in the military hospitals, first at Asmara and then at Mogadishu. Queen Eleanor, with the Prince of Piedmont, came to see the Princess off. As the "Cesarea" sailed, the Princess, in Red Cross uniform, gave the Fascist salute.



ADMIRAL OKADA (LEFT) WITH THE LATE COLONEL DENKO MATSUI, WHO MUCH RESEMBLED HIM AND WAS MURDERED IN MISTAKE FOR THE ADMIRAL IN THE MILITARY COUP AT TOKYO IN FEBRUARY.

As we noted in our issue of March 7, when we illustrated the Tokyo military coup of February 26, Admiral Okada, then Premier of Japan, had an amazing escape. He would have suffered the fate of other prominent Japanese statesmen if the insurgents had not confused him with Colonel Denko Matsui, his brother-in-law, then staying in the house.

THE CENTENARY OF "PICKWICK": DICKENSIAN RELICS AND CELEBRATIONS.



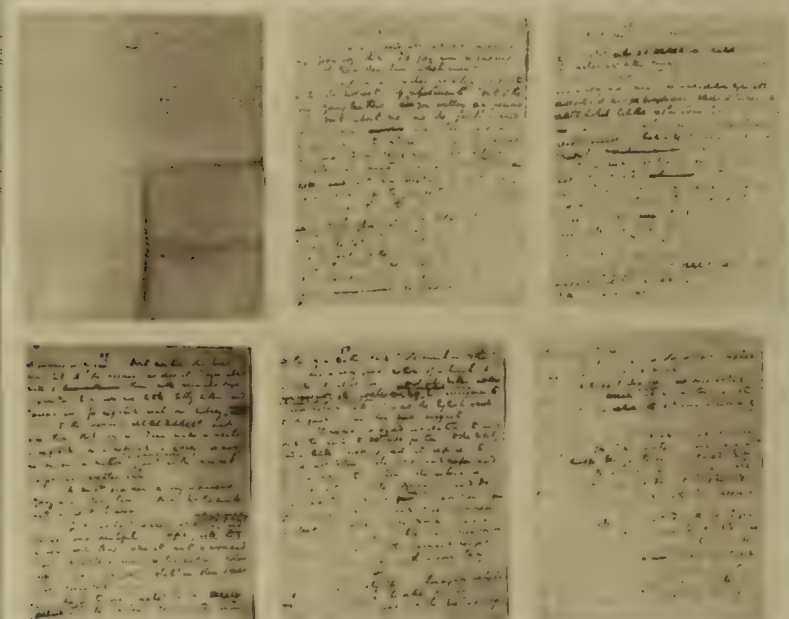
AT THE BIRTHPLACE OF CHARLES DICKENS (NOW A DICKENS MUSEUM) IN PORTSMOUTH: CELEBRATING THE "PICKWICK" CENTENARY IN COSTUME.



THE HOUSE FROM WHICH DICKENS AS A BOY WENT TO HIS SOUL-DESTROYING DAILY WORK IN A LONDON BLACKING FACTORY: NO. 13, JOHNSON STREET, SOMERS TOWN.



THE TABLE AT WHICH DICKENS BEGAN "PICKWICK" AND THE CHAIR IN WHICH HE FINISHED IT: RELICS, EXHIBITED AT DICKENS HOUSE, DOUGHTY STREET.



THE FORM IN WHICH "PICKWICK" FIRST CAME FROM THE AUTHOR'S PEN: PHOTOGRAPHIC COPIES OF FIVE SHEETS FROM THE ORIGINAL MANUSCRIPT, NOW IN THE BRITISH MUSEUM.



SHOWING THE COUCH ON WHICH DICKENS DIED (AT GADSHILL, NEAR ROCHESTER, ON JUNE 9, 1870): THE BACK SITTING-ROOM OF THE HOUSE IN COMMERCIAL ROAD, PORTSMOUTH, WHERE HE WAS BORN ON FEBRUARY 7, 1812.



RE-ENACTING—A HUNDRED YEARS AFTER—THE FAMOUS COACH DRIVE FROM LONDON TO ROCHESTER: MODERN PICKWICKIANS (DELEGATES OF THE DICKENS FELLOWSHIP) WELCOMED BY THE MAYOR OF ROCHESTER ON THEIR ARRIVAL AT THE BULL HOTEL.

To mark the centenary of the publication of Part I. of "The Pickwick Papers" (on March 31, 1836), special exhibitions of Dickens manuscripts and other relics were arranged at the Victoria and Albert Museum; the Dickens House at 48, Doughty Street (where "Pickwick" was finished); and at the novelist's birthplace (now likewise a Dickens museum) in Commercial Road, Portsmouth. The centenary was also celebrated, on March 30, by a dinner of the City Pickwick Club, attended by the Lord Mayor, and by a repetition, in costume, of the famous coach drive by members of the original Pickwick Club from the Golden Cross Hotel

at Charing Cross to the Bull at Rochester. The modern Pickwickians, of course, comprised Mr. Pickwick himself (complete with notebook and telescope), Mr. Tupman, Mr. Snodgrass, Mr. Winkle, and Mr. Alfred Jingle, duly attired in green coat and black trousers. Unlike the original travellers, who had not then become celebrities, their impersonators received a civic welcome at Rochester, and were entertained to luncheon. The old Commodore coach was driven by Mr. Bertram H. Mills, and horses were changed at Eltham and Swanscombe. Thence, for the last stage Mr. Mills drove four piebalds, in accordance with an old print in the Bull Hotel.

THE END OF THE ADELPHI: AN HISTORIC CORNER OF LONDON— HAUNT OF DR. JOHNSON, GARRICK, AND DICKENS— TO BE DEMOLISHED.

WE devoted an article on the "Page for Collectors" in our last issue to the subject of the Adelphi, most of which is to be demolished shortly. A sale of interior fittings of houses on the site was arranged for April 2. The demolition of the Terrace, that masterpiece of the brothers Adam, has attracted widespread attention and not a little adverse comment from those who are loath to see the disappearance of one of the most interesting features of Thames-side. Queen Mary paid a special visit to the Terrace recently. She was conducted round No. 4 (once D'Oyly Carte's house), and then went into the house next door, which once belonged to Lord Weir. The royal party also went down into "The Arches." Famous residents of Adelphi Terrace have included Rowlandson, Garrick, Barrie, and Bernard Shaw, and it housed the Savage Club.



AN EXQUISITE CEILING IN GARRICK'S OLD HOUSE ON ADELPHI TERRACE: AN ADAM MASTERPIECE LIKELY TO COME INTO THE MARKET.



THE END OF THE ADELPHI: A VIEW OF THE FAMOUS TERRACE ERECTED BY THE BROTHERS ADAM OVERLOOKING THE THAMES; AND NOW TO BE DEMOLISHED TO GIVE PLACE TO A BIG MODERN BUILDING, WHICH, IT IS STATED, MAY RISE A HUNDRED FEET ABOVE THE TERRACE LEVEL.



THE ADELPHI ARCHES: A VIEW UNDER THE HUGE, VAULTED TUNNELS CONSTRUCTED BY THE ADAM BROTHERS TO SUPPORT ADELPHI TERRACE; AND FORMERLY NOTORIOUS AS A HAUNT OF BAD CHARACTERS.



LOOKING UP THE EASTERN ADELPHI ARCH TOWARDS THE SO-CALLED "THIEVES' KITCHEN" (NOW BARRED OFF): A DUNGEON-LIKE CORNER OF LONDON INTO WHICH QUEEN MARY PENETRATED DURING HER VISIT TO THE ADELPHI.

A WINDOW ON THE WORLD: NEWS ITEMS OF THE WEEK.



A FORMIDABLE ARRAY OF ITALIAN AEROPLANES ON PARADE AT THE LITTORIANO AIRPORT: SIGNOR MUSSOLINI AND GENERAL GÖMBÖS ATTEND THE CELEBRATIONS OF THE THIRTEENTH ANNIVERSARY OF THE CREATION OF THE ROYAL ITALIAN AIR FORCE.

The thirteenth anniversary of the Royal Italian Air Force was celebrated at the Littoriano Airport on March 28 with the customary review, distribution of medals, and exhibition of flying. Among those present were Signor Mussolini and General Gombos, the Hungarian Prime Minister, who was concluding his visit to Rome. The most impressive machines on parade were the new three-engined "S81" bombers, which were making their first public appearance. Five groups of these, 120 machines

altogether, were aligned on the ground. Speaking of these in the Senate that afternoon, General Valle, Under-Secretary of State for Air, said that they would be able to fly to Gibraltar at 250 miles an hour, unload 120 tons of bombs, and return to their bases. (Rome is 1050 miles and Sardinia 750 miles from Gibraltar.) General Valle added that Italy would soon have 10,000 military air pilots, and that this number represented a starting-point and would be greatly increased.



TWO FAMOUS HORSES AS "CHIEF MOURNERS" AT THE FUNERAL OF MR. CUNNINGHAME GRAHAM AT BUENOS AIRES: GATO AND MANCHA.

The body of Mr. R. B. Cunningham Graham, who died while on a visit to Argentina on March 20, was taken on board the Blue Star liner "Almeda Star" on March 25 for transport to England. The death of Mr. Cunningham Graham caused much grief among the people of Buenos Aires and of the rest of Argentina, for they had counted him almost as a fellow-countryman and had regarded his books with special admiration. At the ceremony of March 25 large crowds followed the hearse to the docks.



THE BODY OF MR. CUNNINGHAME GRAHAM BROUGHT TO ENGLAND FROM ARGENTINA: THE COFFIN BEING PLACED ON A HEARSE FOR TRANSPORT TO THE DOCKS.

Immediately behind the hearse followed the two famous horses Gato and Mancha, the mounts of Mr. Tschiffely in his great ride from Buenos Aires to the United States. Tributes to Mr. Cunningham Graham were paid by Sir Nevile Henderson, the British Ambassador, and Señor Ibarguren, the President of the Academy of Letters. A wreath of flowers was sent by the Argentine Government. A portrait and biographical note of Mr. Cunningham Graham were given in our last issue.



BORING FOR OIL BEGINS IN ENGLAND: THE 135-FT. DERRICK ERECTED ON PORTSDOWN HILL, BEHIND PORTSMOUTH.

The first test oil-well to be sunk in England under the provisions of the Petroleum Act, 1934, was begun on Portsdown Hill, above Portsmouth Harbour, on March 30. A site of five acres has been acquired at this spot by a subsidiary of the Anglo-Iranian Oil Company. In a speech at the opening ceremony, Sir John Cadman emphasised the national importance of the work, and explained why the



MRS. CROOKSHANK, MOTHER OF THE SECRETARY FOR MINES, STARTING THE DRILL AT THE PORTSDOWN OIL-WELL.

site had been selected. Many miles to the east and west (he said) outcrops of rocks of the wealden and pre-wealden ages were in places heavily impregnated with petroleum. It was hoped that the drill at Portsdown would find these rocks porous, and suitably folded to form a virtual reservoir in which petroleum had become trapped in commercial quantities.



THE OIL-DERRICK AT NIGHT: A SITE WHERE EVERYTHING IS BEING DONE TO AVOID DISFIGURING PORTSDOWN.

"GARDENS OF THE MUSICIANS": NATURE MUSIC EXPRESSED IN HORTICULTURE AT THE IDEAL HOME EXHIBITION.



REMINISCENT OF KETELBY'S "IN A MONASTERY GARDEN": ONE OF THE BEAUTIFUL "GARDENS OF THE MUSICIANS" LAID OUT IN THE HORTICULTURAL SECTION OF THE IDEAL HOME EXHIBITION AT OLYMPIA.



DESIGNED TO EMBODY THE SPIRIT AND ATMOSPHERE OF GERSHWIN'S "RHAPSODY IN BLUE": A FORMAL GARDEN WITH ORNAMENTAL WALLS OF OLD BRICK, AND CANALS LEADING FROM A CENTRAL FOUNTAIN.



EXPRESSIVE OF THE SPRING MOVEMENT IN GRIEG'S "PEER GYNT": A GARDEN OF POLYANTHA ROSES AND FLOWERING SHRUBS, AND STONE TERRACE WITH ARCH, WALL-FOUNTAIN, AND POOL.



A SCENE SUCH AS THAT IN WHICH MENDELSSOHN COMPOSED HIS CELEBRATED "SPRING SONG": A GARDEN WITH LILACS, CHERRIES, AZALEAS, CLEMATIS, AND OTHER FLOWERING SHRUBS, AND A MEANDERING STREAM.



INSPIRED BY DEBUSSY'S "L'APRÈS-MIDI D'UN FAUNE": A DELIGHTFUL WOODLAND GARDEN WITH A CASCADE AND WINDING STREAM BESIDE WHICH DAFFODILS, TULIPS, IRIS, AND OTHER SPRING FLOWERS GROW IN PROFUSION.



A SETTING DERIVED FROM SCHUBERT'S SONG, "AT THE BROOK IN SPRING-TIME": A NATURAL WILD GARDEN—ITS MAIN FEATURE A MOORLAND STREAM BUBBLING OVER ROCKY LEDGES INTO QUIET POOLS.

A charming feature of this year's Ideal Home Exhibition at Olympia is the Annexe containing sixteen "Gardens of the Musicians," each designed to express in terms of horticulture some famous song or musical composition inspired by the beauty of Nature. In an introductory essay on these gardens, Mr. Percy Izzard, the well-known nature writer, says: "The scope for them is rich. Music interpreting spring or some spring-tide fantasy alone is plentiful, but it was inevitable that Mendelssohn's 'Spring Song' should be chosen as the theme of one of the varied and alluring gardens. The 'Spring' movement from Grieg's 'Peer Gynt' gives another garden

craftsman his impulse. . . . Especial care [has been taken] to translate into rock and tumbling water amid wild verdure Schubert's 'At the Brook in Spring-time.' Some of the craftsmen have taken themes which required considerable rightly directed imagination. For instance, Debussy's 'L'Après-Midi d'un Faune' has been interpreted in a garden filled with glory of spring blossom set in a sunny heath. Half garden and half woodland, it is traversed by a stream, so that it has both shade and refreshment. . . . Ketelby's 'In a Monastery Garden' has been realistically wrought." The Debussy garden is the work of Carter's Tested Seeds, Ltd.

The World of the Kinema.

By MICHAEL ORME.

SIMPLICITY ON THE SCREEN.

FAR be it from me to underrate the value of scenic display on the screen. To do so would be to attack one of the greatest assets of kinematic craft—the power to go beyond the limitations of the stage in the creation of mighty backgrounds and the illusion of reality. The steady advance towards technical and mechanical perfection has made possible flights of imagination that have called all the resources of the studios into action. The pageantry of the historical dramas and romances has reconstructed the pomp of bygone periods, and the splendours of more lavish, more leisurely, and less utilitarian eras than our own. Such development of *décor* as the recent years have brought fulfils a definite purpose in its appeal to the eye and is an integral part of the art of the film-maker. But there is the ever-present danger of catering too generously for the eye, and of losing the balance between the foreground—that is, the story and its human interest—and the background, which, on more than one occasion, has usurped, by its sheer size and overwhelming boldness of conception, more than its fair share of the canvas. You may build a brave new world of crystal and of chromium, carry your towers to the skies, or delve into the bowels of the earth, but unless your drama and its protagonists retain the emotional meaning that finds a response in the audience, unless their conflict is near enough to the truths of to-day to be recognisable to the ordinary man and woman, you will not quicken the pulses of the public beyond the momentary tribute to mechanical audacity.

It is well, then, lest competition drive the race for scenic honours beyond the winning-post, that from time to time a free-lance film-maker should come along and raise his still, small voice just to remind us how much may be achieved in simplicity, how moving may be the drama of the commonplace, and how the director who knows his subject from the inside may turn a deaf ear to those clamorous demands emanating from the box-office for bigger and yet bigger sensations and greater galaxies of stars. It is possible that the little film has no sphere beyond that public described by the trade papers as "a specialised audience," and cannot be regarded as a money-maker outside the smaller kinemas devoted to the cause of the unusual or the Continental picture. But just as in the drama of the stage the "little theatre" groups have made their influence felt, so, too, the chain of "specialised" kinemas, gradually growing in length and strength, has successfully established the fact that the screen has room for individuality, for a fresh approach to kinematic

in films before. M. Marcel Pagnol, who wrote and directed this picture, was himself a schoolmaster before he turned his attention to films. He has made six up to date, financing and controlling his own productions as well as writing and directing them, subservient to no other will but his, a free-lance indeed and, if all his work is on a level with "Merlusse," a force to be reckoned with in the world of the kinema, though he enters the arena so quietly and unobtrusively.

"Merlusse," which in Provençal French means "codfish," is the nickname bestowed by the schoolboys on a hated professor, whose glass eye and repellent personality strike terror into youthful hearts. The picture is a study of barriers raised by misunderstanding and broken down during Christmas Eve. The ugly, sensitive old professor is deputed to take charge of a bunch of boys of varying ages, but all deprived of the joys of holidays at home. Lonely and aggrieved themselves, they vent their spite on the ogre, Merlusse, himself as lonely and aggrieved as his charges. The director reveals the minds and souls of the youngsters in snatches of talk. Nothing momentous happens, yet we are not only drawn into the midst of boyish enthusiasms, miseries, and impulses, but are as anxious for the vindication of the unhappy Merlusse as if he were a friend of long standing. During the brief span of time occupied by the picture, which covers the hours between five in the afternoon and nine o'clock in the morning, the fate of Merlusse and the conquest of his recalcitrant charges becomes a matter of vital importance, and it is only in retrospect that the admirable precision with which this simple narrative has been built up, brick by brick, can be realised. The playground and the interior of the Lycée provide all the necessary settings, but the cloisters, barred with shadow and stretching out into cool, dim perspectives, suffice to fill the eye with their unruffled dignity. "Merlusse," devoid of scenic sensation as it is, completely natural in atmosphere and interpretation, unpretentious in frame and in subject, has an integrity and a human quality that transform it into a memorable experience.

THE RETURN OF MARLENE DIETRICH.

Miss Marlene Dietrich is one of the comparatively small company of stars whose screen appearances are

so few and far between as to make each new picture in which she is seen something of an event to critics and public alike. And when, as is the case with her latest film, "Desire" (presented at the Plaza), production is by Herr Ernst Lubitsch and direction by Mr. Frank Borzage—



"MERLUSSE," AT THE CURZON: HENRI POUPON AS THE UNHAPPY PROVINCIAL SCHOOLMASTER, THE "CODFISH," HATED BY HIS PUPILS; THE CENTRAL RÔLE IN THIS MOST ORIGINAL FRENCH FILM.

"Merlusse" (which, in Provençal French, means "codfish") is the nickname bestowed by his pupils on a hated master. The film, which aspires to be nothing but a slice of real life, is a study of barriers raised by misunderstanding and broken down on Christmas Eve, when the "Merlusse" is deputed to take charge of a bunch of boys who have been deprived of the joys of holidays at home.

not to mention the stellar partnership of Mr. Gary Cooper—expectation trips pleasantly on tiptoe. Nor is it, except in a few minor respects, disappointed. We have all long ago learned exactly what Miss Dietrich has to give us—superlative poise, alluring beauty, exotic glamour; qualities that are perhaps more stimulating to admiration than to emotion, but which invest her every part with individual interest.

The story of "Desire"—a title, by the way, which is no more appropriate to this particular film than to scores of others—is by no means new, though it has several fresh angles of treatment. Put briefly, it is the story of a woman who steals a pearl necklace by a clever and amusingly developed ruse from a Parisian jewel merchant, and then comes to realise the error of her ways when she falls under the spell of a handsome young motor engineer from Detroit. The situation is familiar enough, both in its romantic and its "crook" elements. But the speed and audacity with which it is handled, its variety of pictorial effect, its occasional sly satire, its many good "lines," and—let it be said at once—the altogether delightful performance of Mr. Gary Cooper, bring a freshness and humour to its fundamental convention which make it excellent entertainment. There is irony as well as comedy in many of its moments, and wit as well as sentiment in some of its romantic passages. In this atmosphere of heady sophistication, garbed in "creations" rather than mere clothes, Miss Dietrich pursues her siren way, completely mistress of herself and, apparently, of her destiny, until a recalcitrant motor-horn, jammed by a too impetuous handling during her headlong race towards the Spanish frontier, summons Mr. Gary Cooper, blithely, if not altogether melodiously, touring the same picturesque route, to her immediate assistance and the almost equally immediate conquest of her heart and fate. In the preliminary sparring that heralds the inevitable capitulation of both, the two are as admirably matched as they are foils one to the other. And Mr. Cooper has never been seen to better advantage. His impudence is as charming as his courtesy, and his hold on the reins of comedy is astonishingly light and firm—a gay, infectious humour, as spontaneous in its sudden solemnities as in the point and alacrity with which he seizes upon the innumerable opportunities with which he has been so generously provided.



MARLENE DIETRICH IN "DESIRE," AT THE PLAZA: THE CELEBRATED STAR AS MADELEINE DE BEAUPRÉ, THE BEAUTIFUL JEWEL THIEF; WITH ERNEST COSSART (LEFT) AS ARISTIDE DUVALLE.

Madeleine de Beaupré steals a pearl necklace in Paris and makes for the Spanish frontier by car. On the way she falls in with a young American named Tom Bradley (Gary Cooper) and makes use of him in conveying the jewels across the frontier. Adventures follow one another with lightning rapidity, but, finally, Madeleine and Tom are happily united and set out for America.

material, and, finally, for the small-scale picture, intelligently made against well-chosen backgrounds which owe nothing to the studio craftsmen.

One such picture has been presented at the Curzon, a fragment of school life in France based on a true incident in the Lycée in Marseilles and made in its actual surroundings. I invite the attention of all lovers of kinematic art, and all amateur film-makers as well, to this delicate and wholly charming piece. For "Merlusse," as it is called, is an example of a poignant and engrossing story culled from everyday life, intimately observed and personally expressed. Apart from M. Henri Poupon, who portrays the title-rôle, none of the players has appeared



MADELEINE DE BEAUPRÉ, WITH HER LOVER, TOM BRADLEY, IN "DESIRE": MARLENE DIETRICH AND GARY COOPER.

THE DISASTROUS U.S.A. FLOODS: 200 LIVES LOST; £20,000,000 DAMAGE DONE.



A SECTION OF A STEEL BRIDGE CARRIED AWAY BY THE VIOLENCE OF FLOOD-WATERS AND ICE: THE WRECKAGE OF A BRIDGE ON THE PACK-ICE OF THE KENNEBEC RIVER, NEAR RICHMOND, MAINE.



A TRAFFIC JAM IN THE AMERICAN FLOODS: THE ANIMATED SCENE AS THE POPULATION OF WILKESBARRE, PENNSYLVANIA, PERFORCE TOOK TO BOAT TRANSPORT WHEN THEIR TOWN WAS FLOODED BY THE SUSQUEHANNA RIVER.



CANOEING IN A PITTSBURGH STREET: THE FLOOD-WATER DEEP IN THE BUSINESS AND SHOPPING CENTRE OF THE CITY, WHERE MILLIONS OF POUNDS' WORTH OF DAMAGE WAS DONE, MOST OF IT UNCOVERED BY INSURANCE.



ADVERTISEMENT, CINEMA, AND SHOP LIGHTS BLAZING ABOVE THE FLOODED STREETS OF PITTSBURGH: THE PLIGHT OF A CITY LEFT WITH ONLY ONE DAY'S SUPPLY OF DRINKING-WATER, AND THEREFORE THREATENED BY EPIDEMICS.



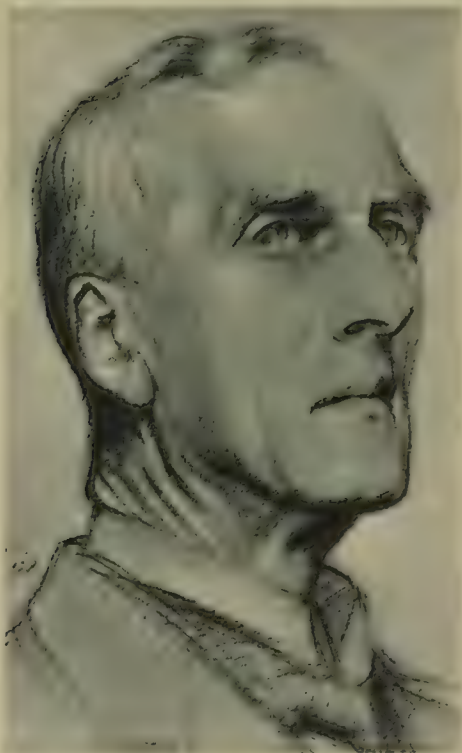
THE OPENED "SLUICE-GATES" OF THE PITTSBURGH PRESS! A PLATE-GLASS WINDOW SMASHED TO RELEASE THE FLOOD-WATER FROM A NEWSPAPER BUILDING, WHILE THE WATER LAY 15 FT. DEEP IN THE STREETS.

In our last issue we gave details of the disastrous floods which, in the middle of March, caused the death of some two hundred people in the eastern United States, rendered several hundred thousand homeless, and inflicted damage estimated at £20,000,000 at least. The great steel centre of Pittsburgh, Pennsylvania, which has some 700,000 inhabitants, was the city hardest hit. The waters of the Allegheny and Monongahela rivers, which converge there, reached a height of 47½ feet on the night of March 18—ten feet higher than in Pittsburgh's worst previous flood, that of 1913. For several days the city was without gas or electricity and with little more than one day's supply of drinking-water. Transport,

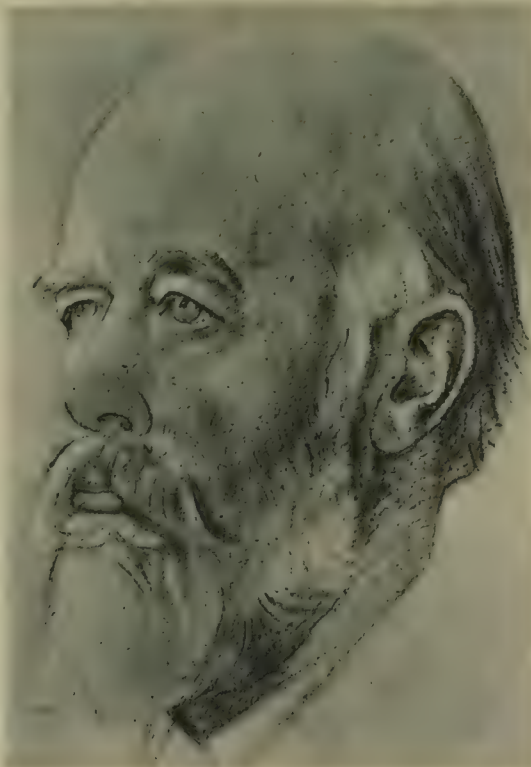
except in boats or canoes, was almost non-existent, and there were several serious fires, which the brigades were helpless to stem, in and about the city. In "The Golden Triangle," the main shopping and business centre, water lay from ten to fifteen feet deep. Of the immense damage done there, amounting to several million pounds, it was said that only a small part was covered by insurance. In the Pittsburgh area, including Johnstown, where a dam burst, the toll of deaths reached about a hundred. In order to avert epidemics, the public health service sent thousands of units of typhoid vaccine by air to Pittsburgh, and the crisis passed without any outbreak occurring.

A PRINCIPAL HONOURED: ROTHENSTEIN DRAWINGS FOR THE NATION.

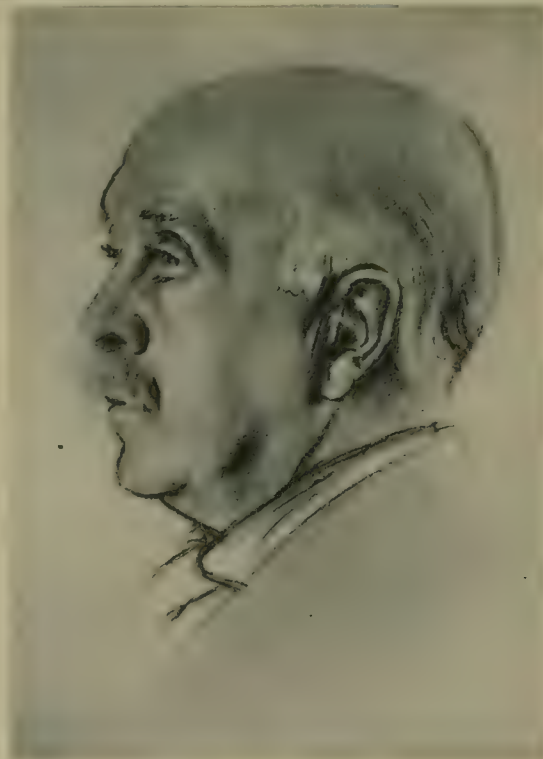
FROM THE PORTRAIT-DRAWINGS BY SIR WILLIAM ROTHENSTEIN ON SHOW AT MESSRS. THOMAS AGNEW'S UNTIL APRIL 4. (COPYRIGHTED.)



SIR ARTHUR KEITH.



SIR OLIVER LODGE.



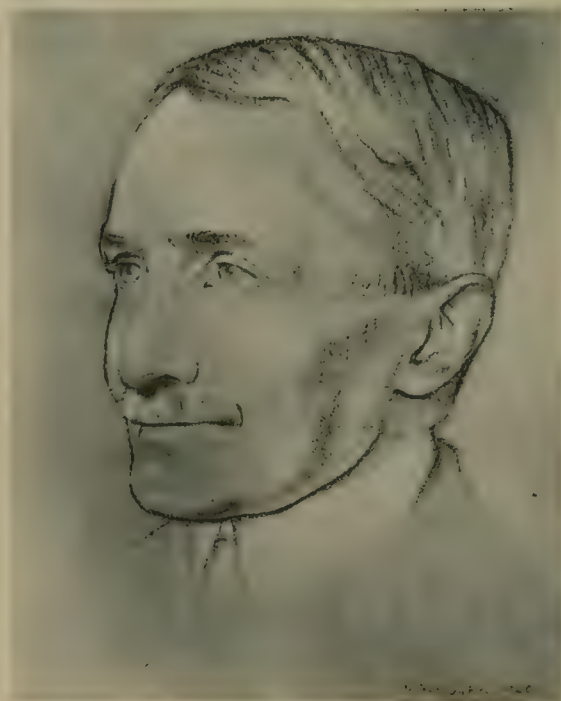
MR. MAX BEERBOHM.



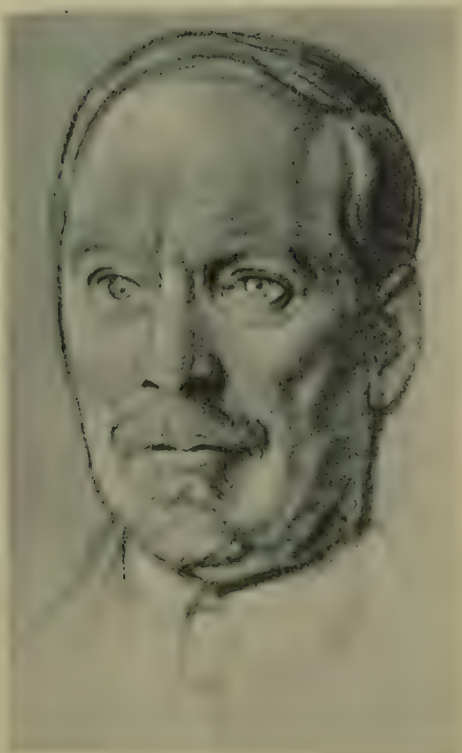
SIR JOHN REITH.



MR. H. G. WELLS.



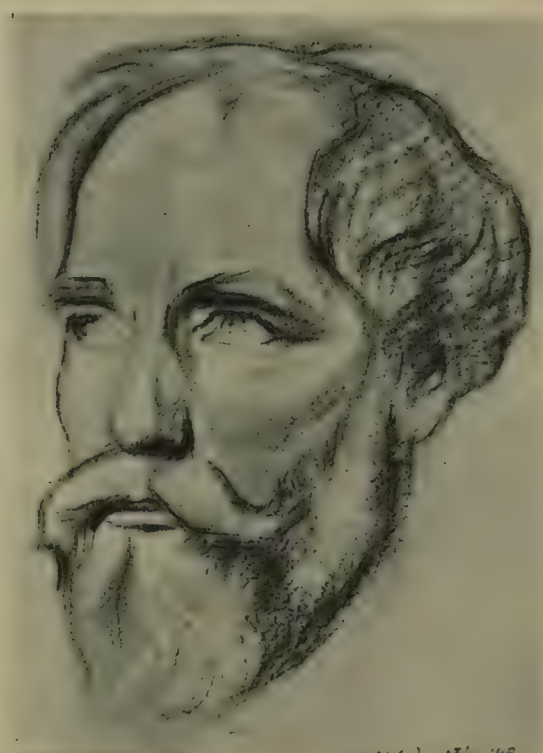
SIR AUREL STEIN.



GENERAL SMUTS.



SIR EDWIN LUTVENS.



MR. AUGUSTUS JOHN, R.A.

On the retirement of Sir William Rothenstein from the Principalship of the Royal College of Art, a position he held brilliantly for fifteen years, colleagues, pupils, and friends have bought thirty of his portrait-drawings for the Nation

and a painting for the College. As it is a rule that the National Portrait Gallery cannot admit single portraits of the living, the Rothenstein portrait-drawings are in the hands of Trustees, who will offer them at the appropriate time.



In a London Flat

This is the dining room of a flat which Harrods recently furnished and decorated throughout. The sideboard, dining table and side table in bird's-eye maple have a pleasing touch of the Empire Period—admirably suited to the soft texture and colouring of the wood. A set of six sycamore arm-chairs were chosen to complete the suite, with seats and backs covered in green and beige tapestry. The simple severity of cream walls is relieved by a landscape wall mirror with coloured borders. Sideboard, £39 . 15. The Dining Table is £35 . 10.—six Arm-chairs £89 . 10. Half Circular Side Table £14 . 17. Wall Mirror £8 . 19 . 6.

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Harrods Ltd
London SW1

A PAGE FOR COLLECTORS.

THE EUROPEAN TRADITION.

By FRANK DAVIS.

the narrow seas. It is not far removed in date from the Italian chest, but what a world of difference in spirit! We admire both equally, but

above the four baluster supports; while the bold gadrooning on the central drawer is a feature that is also derived from contemporary Italian practice (for example, on those splendid walnut chests of about 1600).

It is quite obvious, even from these casually chosen examples, that our ancestors were not in the habit of keeping their ideas shut up in watertight national compartments, whatever their views upon religion or politics. Indeed, we have always been better Europeans than our official foreign policy would have us believe. There's nothing specifically English about St. Paul's Cathedral: it is the product of a learned and ingenious mind, thoroughly well versed in the European idioms of its period—and so, for that matter, are Canterbury Cathedral and Westminster Abbey. As with great buildings, so with small—or comparatively small—pieces of furniture: they cannot but reflect the general standards of culture, and that culture, as far as I can see, has never been very remote from older civilisations.

I look again at these photographs, and wonder whether this great tradition, with its wealth of vigorous ornament, can ever be revived. I suppose not, for manufacturing and marketing methods—not to mention cost and fashion—are all against it. Nor, perhaps, at the moment, is there a man to be found who could design (much less carve) anything quite so useful, solid, and good. Perhaps we really are destined to have our minds nicely flattened out, like smooth concrete buildings in that rather boring new world of Mr. Wells's film. However, I see that Mr. Robert



1. EVIDENCE OF OUR DEBT TO THE CONTINENT IN MATTERS OF FURNITURE-MAKING: THE SCROLL-WORK ON THE CORNER OF AN ITALIAN FIFTEENTH-CENTURY CHEST (LEFT) FOR COMPARISON WITH THE DESIGN OF THE LEG AND ARM OF AN ENGLISH EIGHTEENTH-CENTURY CHAIR; SHOWING THE PERSISTENCE OF THE "CLASSICAL" MOTIFS.

Reproductions by Courtesy of Messrs. Christie, Manson and Woods.

for different reasons: the former because it represents the highest point of a highly cultured civilisation, the latter because it marks the beginning of our own. Looking at these two things, it is hardly to be wondered at that, when the tomb of Henry VII. began to be built, Torrigiani came over from Italy to add distinction to the work. Jump now a century and look at Fig. 4, an oak table dated 1595 and a splendid example of the dignity of the English Renaissance. Nothing could be more English, more indubitably our own; but, even so, its fine proportions are common to other countries than England, and the Ionic capitals which surmount the baluster legs were not devised on this side of the Channel, but first appeared about 2000 years before by the shores of the Ægean. This type of capital is a favourite device in the second half of the sixteenth century: you see it again in the buffet of Fig. 3.



3. AN ELIZABETHAN BUFFET, WHEREIN THE TOPS OF THE PILLARS ARE REMINISCENT OF IONIC CAPITALS: A PIECE WHICH WILL BE SOLD IN THE NEAR FUTURE BY MESSRS. CHRISTIE'S, WHO ARE ALSO DISPERSING THE OTHER FURNITURE ILLUSTRATED ON THIS PAGE.



4. A CHARACTERISTICALLY ENGLISH PIECE OF FURNITURE EMBODYING MOTIFS OF CONTINENTAL ORIGIN: AN ELIZABETHAN OAK TABLE (DATED 1595) WITH "IONIC" CAPITALS ON ITS BALUSTER LEGS.



I HAVE just been hearing an isolationist—not a very splendid one—hold forth upon the moral obliquity of foreigners, and realised, not for the first time, why we are unpopular abroad. It would be absurd to inflict his arguments upon you, and, in any case, the subject would be out of place on this page; but one point he made does seem to have a bearing upon the things it is my business to discuss. It was this—that we have always, as an insular people, disliked strangers, and have not been much influenced by foreign customs until these degenerate days, when we have allowed ourselves to get entangled in all sorts of strange goings on.

But English art, at any rate, has been more tolerant than my friend. I have, for example, just counted thirty considerable painters, from Holbein downwards, who found a ready welcome in this island, and there are innumerable craftsmen in every branch of endeavour who have received equal hospitality. I now take leave to speak of more subtle foreign influences, unconnected



2. AN EXAMPLE OF THE INTERMINGLING OF ENGLISH AND CONTINENTAL STYLES OF FURNITURE: A GOTHIC OAKEN STOOL (CIRCA 1500) WHICH MAY HAVE BEEN MADE EITHER IN FLANDERS OR IN ENGLAND, SO SIMILAR WERE THE STYLES OF THE TWO COUNTRIES.

with the names of individuals, and illustrated by pieces chosen haphazard from two forthcoming sales at Christie's.

It would be easy indeed to multiply instances from every period. Here, to begin with, are details from two pieces of furniture coming from the same sale (Thursday, April 23). Fig. 1 shows the corner of an Italian chest of the fifteenth century on the left; and on the right, the leg and arm of an English mahogany piece of about 1740. There are nearly 300 years between these two pieces, yet it is surely impossible to believe that the Georgian chair could ever have been produced had there not been behind it the great classical tradition represented by the earlier work, which itself owes its origin to the more remote antiquity by which it was inspired.

Now look at Fig. 1 again, and then at Fig. 2, the fine little oak stool of about 1500, which might have been made either in Flanders or in England, so easy was the exchange of both ideas and workmen across

Byron, in a recent illuminating series of articles in *The Times*, reports that even the Russians, who I thought could put up with anything, are growing tired of barrack-like buildings, and that the last great block to be erected in Moscow actually boasts a classical arcaded gallery in the best Edwardian manner; so perhaps after all it will still be possible to learn something from people who spoke a foreign tongue and lived many centuries or thousands of years ago.

The illustrations on this page are from two sales, one of April 23, the other of May 14: in my opinion they include some of the best furniture that has appeared in an auction-room for some time.



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men in a hurry

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It is *then*, with important issues at stake and little time to spare, that the modern way of choosing clothes comes to your aid. When next you want some clothes in a hurry step into Austin Reed's, where clothes have been tailored in advance for men who must have good clothes—at once.

151 FITTINGS AND VARIATIONS IN THE NEW TAILORING

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Of Interest to Women.



Dinner Jackets of Cloque Taffeta.

Fashions are often ruined because women do not know how to wear them. Furthermore, they attempt to economise by showing the same frock for functions that in character are poles apart. Each dress should have its individual rôle to play. The little suit of marocain accompanied by a decorative coatee (not too decorative) is inappropriate for dinner; for the latter a suit of more formal aspect must be donned. A dress cut very décolleté in satin or velvet and with a waisted coatee of cloque taffeta looks well. The dinner coatee has evidently come to stay, as it may be expressed in a variety of fabrics and cut on lines to suit the slender as well as the figure of generous proportions.



Shaded Ostrich Fronds.

Already King Edward's publicly-expressed wish that more ostrich feathers should be worn has had its effect. At many of the parades of fashion short ostrich capes were seen. There was nothing more lovely than one of lancer feathers shading from the palest parma violet to a rich purple; the dress was of lustrous satin of the former shade. Jewellery carried out in artificial violets completed the scheme. Another new note is a tulle cape of the Florence Nightingale persuasion, seamed with ostrich fronds. Ostrich-feather flowers also have their rôles to play. They are seen lightly resting on the brims of shady hats that are waiting for the sunshine ere they make their début. An extravagance that has been discussed recently is the barrister's wig of cire ostrich fronds. The colour is deep iron grey.



For Every Hour of the Day.

There is something different for every woman for every hour of the day at Marshall and Snelgrove's, Oxford Street. The simple modes pictured on this page may be seen in the Tea and Hostess Department on the second floor. Simplicity is the characteristic feature of the dress worn by the seated figure; it is carried out in printed chiffon and although it is posed on crêpe-de-Chine the cost is only 8½ guineas. With slight alterations, it makes a practical maternity gown. In this connection it must be related there are maternity dresses from £3 3s. Furthermore, it seems almost unnecessary to emphasise the fact that the foundation garments in these salons are of exalted merit; they do, indeed, restore balance and poise to the figure and "lay a gloss" as it were, on unattractive curves. Reverting to the illustrations on this page—in the centre on the left is a breakfast or garden frock of printed crêpe-de-Chine, the cost of which is 59s. 6d.; it is available in a variety of colour schemes. A very interesting catalogue in conjunction with this department has been prepared; it will gladly be sent gratis and post free. And in it is the very latest news regarding hats.

Linen Tweed for Cruising.

There is no doubt about it that fashions for cruising become more and more important; crease-resisting materials are warmly to be advocated. To Marshall and Snelgrove must be given the credit of the linen-tweed dress and coat at the base of this page on the left. Although the dress has short sleeves, the coat has long; this is an immense advantage, and of it one may become the possessor for seven and a half guineas. Naturally there are many variations on this theme. The evening dress on the right is a study in graceful lines, and is of heavy matt crêpe-de-Chine—such a lovely material; it is relieved with sequins. A few words must be said about the sleeves: a casual glance suggests that they were going to be of the angel character: the designer, however, changed her mind and added gauntlet cuffs which are "clasped" tightly round the wrists. It seems to partake of the nature of vandalism to mention price in connection with such a lovely affair; however, it is essential. The cost is 18½ guineas. A fact that is not nearly as well known as it should be is that there is a Beauty Spa on the third floor; it adjoins the hairdressing department.



Not me!"

A year ago, Sheila would still have laughingly answered "Not me!"—her lovely white teeth blinded her to the possibility of Pyorrhœa.

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FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

POLITICS AND STOCK MARKETS.

"WHY should we have nothing to do in the House, just because a lot of statesmen are exploring every channel and leaving no stone unturned, and so forth, till we're all sick of the sight of a newspaper?" This indignant question was asked lately by a stockbroker friend of mine, who went on to argue that the public had absolutely lost its pluck, or otherwise it would be making better use of the opportunity that the recent set-back in prices had presented to it. Markets, he went on, were cleaner than they had been for a long time, because all the weak bulls had been shaken out, and the banks had long been more than cautious in lending money to customers for Stock Exchange operations. All indications showed that home industry was going on triumphantly in sustained recovery, and that nothing that happened abroad could check that recovery—in fact, that if the worst came to the worst in Europe, which nobody believed to be possible, many branches of industry would be stimulated to even greater activity, and the inevitable rise in commodity prices would increase the rate of profit earned. (That argument, I thought, cuts both ways, for higher commodities mean more costly materials; but I was too

had been diligently setting forth. But it has often been noted that Stock Exchange operators can stand almost anything except uncertainty, and that they can meet the worst possible news with a fairly calm front as long as it is not sprung upon them too suddenly. And in this case uncertainty seemed likely to brood over the situation for a long time to come—for, whatever happens, negotiations are certain to be prolonged; and if, as seems likely, they are to be followed by another World Conference, it looks as if international discussions, involving many difficult questions, may occupy the front of the stage

of sympathy between markets. All that he has foreseen as likely to put his favourite up may happen, and yet his quick profit may be snatched from him, because something awkward has happened in some other market, and the fact that his favourite has just been brought into the limelight as a good thing to buy may make its price go down all the more, for the time being, because it happens to be a security which is particularly easy to turn into cash. So either he has to carry over his bargain in the House, and pay all the charges incidental to this operation, and also pay his "differences" in the meantime; or else he must (if he can, which is unlikely in these times) find a bank which will grant him the necessary accommodation. Those who can find the necessary money themselves, can take their stock up and wait for the clouds to roll by, hoping that in due course the improvement in its position and prospects will be reflected in its price; but those who buy what they cannot pay for run risks, especially in these topsy-turvy times, that make the game hardly worth the candle.

THE WAYWARD FOREIGNER.

Another thing that makes market movements incalculable and apparently illogical is the influence exercised by foreign operators, working under the pressure of conditions not easy for us here to understand and allow for. When people on the Continent take fright, it is never possible to be certain what effect their fears may have on the London market. They may sell here any securities that they hold which can be dealt in in our market and put the proceeds on deposit with an English bank. Or, if their mood is



THE R.A.C. RALLY—ONE OF THE DUMMY GARAGES INTO WHICH COMPETITORS HAD TO BACK: A PHOTOGRAPH TAKEN DURING THE ELIMINATING TESTS AT TORQUAY, WHICH ATTRACTED GREAT POPULAR INTEREST.

The R.A.C. Rally began on March 24, when competitors assembled at their various starting-points, and the "road section" occupied that day and March 25 and 26. Competitors arrived at Torquay on the latter date. The eliminating tests took place on March 27. The coachwork competition was on March 28, and prizes were distributed at the Town Hall the same evening.



A SUCCESSFUL TEAM IN THE R.A.C. RALLY: FOUR ROVERS WHICH GAINED TWO FIRST AND TWO SECOND AWARDS FOR COACHWORK.



WINNER OF "THE SKETCH" CUP FOR THE BEST CAR IN THE FOUR-DOOR CLOSED CAR CLASS: COLONEL R. RIPPON'S MAGNIFICENT HUMBER PULLMAN.

"The Sketch" cup was one of the Premier Awards in the Coachwork Competition. It was presented by Illustrated Newspapers, Ltd., in the name of our well-known sister paper. The splendid Humber which won it is finished in silver and blue.

tactful to check my friend's flow of eloquence.) No country in the world, he went on, could show prosperity more soundly based on well-distributed spending power, an abundant revenue flowing in to provide for expenditure which is bound to increase the prosperity, and the determination of the Government to meet the interests of the business and working classes in every possible way. "And yet," he concluded, "the funny old public, just because a lot of politicians are talking round a subject that would be settled in half an hour by half-a-dozen business men round a luncheon-table, ignores the opportunity given to it by the professional operators, who close their commitments as a matter of habit whenever international politics are supposed to be looking dangerous."

THE WET BLANKET OF UNCERTAINTY.

At first sight it does seem quite unreasonable that a contingency in which the City steadily refused to believe should have so great an effect in damping down the activity of the stock markets, which had, until the time of Herr Hitler's bombshell, shown so much dignified indifference to the unpleasant possibilities that the political writers and talkers

the prospects of a continuous flood of discussion, of problems likely to arouse sharp divergences of opinion, are not encouraging to activity in the City, which demands, above all things, a situation in which there is some reasonable chance of seeing ahead.

MARKET SYMPATHIES.

It also has to be remembered that an upset in any particular market always has damping effects on others. It may seem quite illogical that weakness in Kaffirs or rubber shares may produce realisations, for example, in Home Rails. But there is more sense in these "sympathetic" movements than is evident at first sight. When losses are made on one market, realisations in others are likely to be made in order to provide funds for meeting the losses; and this is one of the reasons that makes it so dangerous to speculate unless one is ready and able, if necessary, to pay for stocks and shares bought and put them away for a time and take care of them. Many a speculator, who has had excellent reasons for buying a security in the belief that it is going to rise soon and provide him with a nice profit, has seen his calculations upset by this tiresome habit

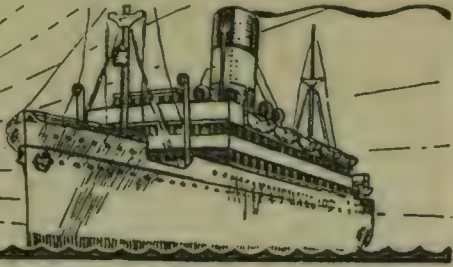
for an unconscionably long time. The final results, we may hope, may be the establishment of real peace and the lifting out of the way of some at least of the obstacles that have hindered the recovery of commercial and financial exchanges between the nations. But in the meantime

otherwise, they may be active buyers here—as happened lately, when a flight from the franc was one of the reasons for exceptional firmness in our market for South African shares, which was full of buying orders from Paris, because Frenchmen, fearing that their franc might again have to be "devalued" in terms of gold, thought that sterling securities were safer.

"BAD-TEMPERED" MONEY.

This movement of what has been well described as bad-tempered money from one centre to another, owing to mistrust about the future value of the currencies of different nations, is one of the nuisances that have been inflicted on markets owing to the abandonment of the gold standard. London and New York are the centres that attract most of these bad-tempered funds, London because sterling has been kept remarkably steady, in spite of the loss of the golden anchor, by the successful management of the Exchange Equalisation Fund; and New York because the dollar has gone back to a gold basis, though, at a deliberately lowered value. But New York is not as popular as it was in the eyes of Continental capitalists, because no one feels sure that a fresh devaluation of the dollar may not happen, and because the American Government is considering a tax of 33½ per cent. on the dividends paid by American companies to foreign shareholders. It is true that, owing to the exemptions by which this exaction is modified, part, if not most, of the tax will be recovered by the foreign holder. But this provision seems likely to check the movement by which British and Continental money has lately sought for profits by means of investment in America, and so to throw on London the burden of acting as shock-absorber for Continental nerve-storms. This forthcoming World Conference has a formidable mess to clean up!

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- 2 **ENLARGEMENT OF WARDS.** The Cancer Hospital was built in 1851. Many of the wards date from that period and must be enlarged and modernized.
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PLEASE SEND AN EASTER GIFT to Hon. Treasurer, Sir G. Wyatt Truscott, Bt., or Director, Wm. J. Elliott, NATIONAL SOCIETY FOR THE PREVENTION OF CRUELTY TO CHILDREN, Victory House, Leicester Square, London, W.C.2

President: H.R.H. The Duke of Kent.

**EASTER OFFERINGS:
SOME CHARITIES WHERE NEED IS GREATEST.**

At Eastertide we may well spare a thought for our less fortunate fellow-citizens, and we take this opportunity to draw our readers' attention to a number of causes which well deserve their charitable consideration.

We should like to quote the following sentences from a Personal Appeal by the Earl of Granard and Field-Marshal Lord Milne on behalf of the Cancer Hospital (Free): "Cancer is a disease made subject to every form of scientific research. We all hope that in the course of no long time a preventive or a remedy may be found. Meanwhile it is our imperative duty to seize upon and investigate every modern suggestion and invention—when funds are available. The Radiological Department and the Research Institute, under able scientific guidance, are of great assistance, but



TYPICAL INMATES OF DR. BARNARDO'S HOMES: NINE OF THE EIGHT THOUSAND CHILDREN WHO ARE CARED FOR BY THIS GREAT CHARITABLE INSTITUTION LOOKING AS HAPPY AND HEALTHY AS ANY CHILDREN CAN.

funds are needed. Another very urgent necessity for the due performance of the work of the Cancer Hospital is adequate accommodation for the nurses." The address of the hospital is Fulham Road, S.W.3.

Dr. Barnardo's Homes find it a big problem to "make both ends meet," for their family always exceeds 8000 children, necessitating the provision of 25,000 meals every day. The work of these Homes is so well known that it needs no eulogy. The one point which needs emphasis is that it is always a growing work, and that the calls upon it show no signs of diminishing, and that it must, and will, with adequate help, maintain its promise that no destitute child will ever be refused admission. Ten shillings will feed one Barnardo child for a fortnight. Easter gifts for this purpose will be welcomed by Dr. Barnardo's Homes, 92, Barnardo House, Stepney Causeway, London, E.1.

But what of the 4500 young people in the care of the Waifs and Strays Society? To be father and mother to a family of this size is no easy task, and the Society's income permits only of bare necessities. Yet outside its doors there are so many children to whom even these are denied. May we ask our readers to think of these children—and especially of those who are still outside the Homes, and in urgent need of the help which generous donations could enable the Society to extend to these little sufferers. The headquarters of the Waifs and Strays Society are at Old Town Hall, Kennington, S.E.11, where donations may be sent.

Anything that contributes to the well-being of the nation's youth deserves the support of all right-thinking people. Many, however, still fail to appreciate the great contribution the National Society for the Prevention of Cruelty to Children has made and is always making towards the advancement of the welfare of our youngest citizens. It has agencies in every part of the country, and exercises a vast influence in securing proper treatment for suffering children. Nearly 4,500,000 ill-treated children have come under its protection, to their life-long advantage. Gifts towards the

HERE is a problem. Will you consider it? There are a large number of Social Welfare workers labouring among the very poor in East London.

What would happen if they left their posts

and went to other spheres in brighter surroundings? The answer is clear. The loss to the poor would be irreparable, and the danger to London irremediable. Please assist us to "hold the fort" and maintain all our spiritual and philanthropic efforts. Send a contribution to-day, if possible, to the Rev. Percy Ineson, Superintendent,

The East End MISSION

Stepney
Central Hall,
Commercial Rd.,
London, E.1.



ALF, SARAH and the LITTLE 'UN will be grateful for your response.

"The East End Star" the monthly Magazine of the Mission, sent free on application. Full of fascinating articles and pictures of East End Life.

maintenance of this national work will be welcomed by the Hon. Treasurer, Sir G. Wyatt Truscott, Bt., National Society for the Prevention of Cruelty to Children, Victory House, Leicester Square, London, W.C.2.

The splendid work of the Royal Surgical Aid Society began seventy-four years ago, and has benefited the poor in all parts of the country; supplying surgical appliances by the use of which great numbers have been enabled to retain or regain their employment. Here is a typical letter of thanks: "My heart is too full for words to express my thanks. I would also ask you to accept the thanks of my dear old wife, who, when the leg came this morning, wept for joy. May God bless you, and all the British hearts that give to many like myself." The writer, aged fifty-eight, lost a leg in a colliery accident. Donations may be addressed to the Secretary, Royal Surgical Aid Society, Salisbury Square, Fleet Street, London, E.C.4.

The East End Mission works for the spiritual, moral, and temporal welfare of the poor of Stepney, Mile End, Bethnal Green, and the vicinity, and conducts its efforts from seven centres all the year round, on week-days as well as on Sundays. While it never neglects to care for adults in need, it is upon the children that it concentrates the greater part of its endeavours. During the trying months of winter, 53,000 breakfasts were provided for hungry East London youngsters. During the summer, 17,000 boys and girls will be given a day's outing by the sea or in the country. The Rev. Percy Ineson, Superintendent, will be glad to acknowledge much-needed contributions. His address is Stepney Central Hall, Commercial Road, London, E.1.

The Royal Northern Hospital, situated in Holloway Road, has to serve the needs of over a million people, living within a radius of seventy miles. It is supported in the main by the willing contributions of these million people, but this unattractive part of North London is not the West End, and their contributions are necessarily small. There is a constant danger of wards being closed for the lack of funds to keep them going, and the Royal Northern now appeals for money to prevent this danger from becoming a stern reality. Immediate donations are urgently needed. So please send all you can, and a little more, to the Secretary, Royal Northern Hospital, Holloway, N.7.

Unemployment and depression cast their shadow deepest over the lives of the young, and the work of the Shaftesbury Homes and "Arethusa"



SYMBOLIC OF THE CHARITABLE WORK OF THE NATIONAL SOCIETY FOR THE PREVENTION OF CRUELTY TO CHILDREN: ONE OF THE SOCIETY'S OFFICIALS WITH A LITTLE BOY RESCUED FROM APPALLING HOME CONDITIONS.

The parents of this boy, who was barely two years old, were each sentenced to six months' imprisonment for ill-treating and neglecting him. The Society removed the child to a place of safety, where he is seen, healthy and happy.

Training Ship is now of more vital importance than ever. More than 30,000 boys have passed through the organisation since it was founded, and have gone out into the world as upstanding, independent youngsters. The life both on the training ship and in the Homes is simple and healthy, and the Society makes a point of not losing touch with the boys and girls after they have left. There can be no stronger plea for its support than the reminder that it is dependent on voluntary contributions. Subscriptions should be sent to the Secretary, the Shaftesbury Homes and "Arethusa" Training Ship, 164, Shaftesbury Avenue, W.C.2.

Coming a "Cropper" . . .

is, fortunately, a not too frequent occurrence on the hunting field. When accidents do happen, they are usually remedied by skilled surgical aid.

In life's race, the effects of a "cropper" are often more far-reaching, especially when they mean loss of limb to a poor person.

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WE TRAIN ARE THE
COMING GENERATION**

**DONATIONS AND LEGACIES
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Patron: H.M. The King



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to the Secretary.

**WAIFS & STRAYS
SOCIETY**

KENNINGTON, LONDON, S.E.11



NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

PENANG: THE PEARL OF MALAYAN SEAS.

IN these days, when the range of travel, either in winter or in summer, knows no limit, one feels justified in calling the attention of would-be travellers to the possibilities of Penang—that little island which lies almost at the entrance to the Malacca Straits, and close to the Malayan mainland of Province Wellesley—for a pleasant holiday, and one very much off the beaten track. Penang is a small island, some sixteen miles only in length, and ten wide, but it has an extraordinary variety of scenery. High hills, jungle-clad to their summits, dominate the interior and throw out spurs which descend sharply to the sea, forming delightful cliffs, with a mantle of shrub and fern. Fertile valleys between the hills teem with tropical growths, watered by fast-flowing streams, and there are small bays and coves of wondrous beauty, where the sea is tinted with the blue of the sky overhead and the green of the nearby jungle.

In Penang one finds the quintessence of tropical charm. Its climate is warm and moist, giving an incomparable richness of vegetation, which is ever fresh; its brilliant sunshine is interrupted only by an occasional tropic shower; and the heat of the day is tempered deliciously by cooling breezes from the sea, whilst early morn and eventide on the hills remind one of an English June. Gardens of clove and nutmeg scent the air, fragrant, too, with the perfume of frangipani and jasmine; the eye is gladdened with wide stretches of scarlet of the pineapple in bloom; there are orchards of fruit, where you will see trees laden with the luscious purple mangusteen, the dark-green soursop, the orange-vermilion rambutan, the many-coloured mango, and the golden banana—of various kinds. Plantations of rubber alternate with gardens where flourish the pepper vine and the tapioca plant, and in the jungle there are noble trees, knit together with climbing plants and trailing vines. The finest of the scenery, of

every type, is within the reach of the motorist, for a splendid road encircles the island, and though it rises from sea-level to a height of 1500 ft. at one point, the gradients are easy, and the run is one of the most enjoyable I have ever had. There are charming little Malayan villages to be seen, and one has the opportunity of witnessing many an in-

chief attractions. Within easy distance, at Ayer Itam, there is a quaintly built Chinese temple, with charming grounds, and in the heart of the town the old fort remains which was built by Captain Light shortly after he had founded the Settlement of Penang, under orders of the Honourable East India Company, in 1786.

Just beyond Georgetown, Penang Hill rises to a height of about 2500 ft. A funicular railway takes one to its summit, where there is a hotel and restaurant, and the view is very beautiful. One looks eastwards to the mountains of Perak, northwards to the great Peak of Kedah, and westwards, over the emerald-clad ridges of Penang to the sea beyond. A ferry connects Georgetown with the mainland, and takes one to Prai Station there, to connect with the railway line which runs southwards to Singapore, and northwards to Bangkok, affording excellent opportunities of seeing Malaya's tin-mines and rubber-



THE CHARM AND INTEREST OF PENANG: A QUAINLY BUILT CHINESE TEMPLE, WITH DELIGHTFUL GROUNDS, AT AYER ITAM, NEAR GEORGETOWN.—[Photograph by E. E. Long.]

teresting scene of Malayan peasant life.

In Georgetown, Penang's capital, where there is excellent hotel accommodation and smart social life, there are many facilities for sport and amusement, in which golf and tennis figure freely, whilst bathing, from the luxurious Penang Swimming Club, is an experience that is unforgettable for its pleasure. There are Chinese, Tamil and Malay quarters in the town, each with its distinctive features, and the European business centre is marked with many imposing buildings. Beautiful botanic gardens, with a fine collection of palms, form one of Georgetown's



PART OF THE FINE ROAD THAT ENCIRCLES THE ISLAND OF PENANG: A BEAUTIFUL COASTAL STRETCH.—[Photograph by Tokiasatsu.]

lands, the highlands of Perak and Pahang, with their interesting aboriginal inhabitants, the beautiful rivers of Malaya, the towns of Ipoh, Seremban, Malacca, and Kuala Lumpur, and the cosmopolitan and gay capital of the Straits Settlements—Singapore.

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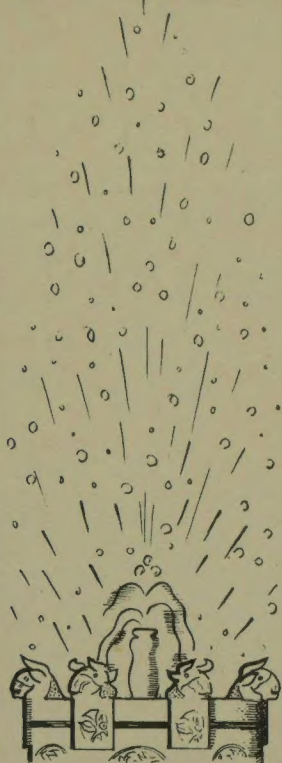
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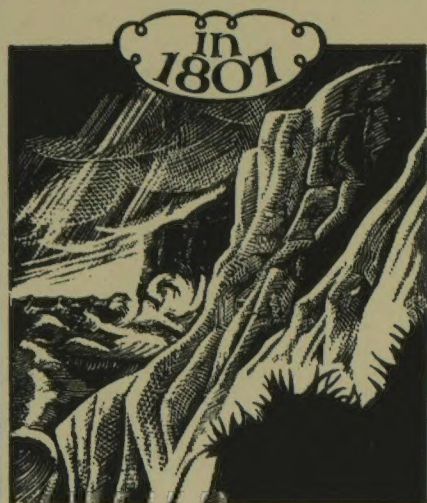
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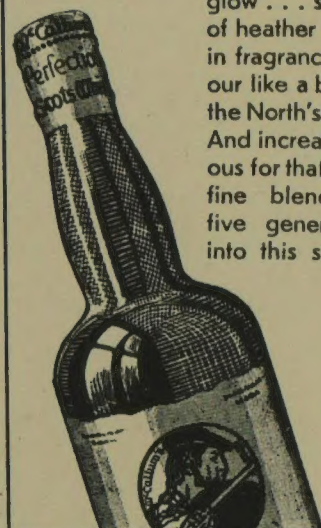


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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

AFTER three years of very hard endeavour Mr. T. Murray Jamieson is ready to launch his new design of the famous racing supercharged Austin "Seven" on the wide sea of competition this season. Sir Herbert Austin—who formerly drove racing cars himself in famous Continental motor races—has sponsored his efforts, together with the Austin Company. The result is this new Austin "Seven," capable of a phenomenal road and track performance. I have only to mention that the overhead-valved engine with its four cylinders, 60·32 mm. bore and 65·08 mm. stroke of 744 c.c. cubic capacity, develops 116 brake horse-power at 7500 revs. per min., while it is capable of increasing this power with a maximum of 12,000 revs. per min.—a marvellous performance for a motor rated at 9·2 h.p. for taxation purposes. The car has many interesting technical details. The very rigid crank-case incorporates the water-jackets and carries the wet cylinder-liners. The latter are finned at their upper end to help dissipate the heat. The cylinder-head carries two camshafts, one for the inlet and the other for the exhaust valves, as well as a supercharger. This last-mentioned important accessory runs at one and a half times engine speed, and was also designed by Mr. Murray Jamieson. A

triple-layer oil pump supplies lubricant at high pressure to the crankshaft and big-end bearings, and at low pressure to the camshafts and supercharger, as well as acting as a scavenger to return oil from the crank-case to the oil tanks. The transmission is through a single dry-plate clutch and a four-speed gear-box with remote hand control to a fully floating back axle with double reduction bevel and spur drive.

This last-mentioned provision allows of a very low transmission centre, so that the offset engine and drive formerly employed with Austin racing specials to give low centre of gravity is not needed in these new machines. The car is fitted with 12½-in. diameter brake-drums in front and 10-in. diameter at the rear, in order to pull up the car safely as well as quickly. Actually, the motor develops one brake-horse-power for every 12 lb. weight of the complete car, including the driver—a very high efficiency indeed.

A fine, roomy car is the new 20·9 h.p. Hillman "Eighty" sports saloon, which I had a trial run in recently. Also it steers particularly well in traffic for a big car. Its gear ratio is high enough to allow one to weave in and out of obstacles in narrow streets where cars and vans are parked on both sides of the road. I believe the "Eighty" in its name refers to its possible high speed. As a matter of fact, I did not exceed a speedometer reading of 75 m.p.h. over a short stretch of open highway, but this showed me that those who christened it were not far out in their

estimation of its maximum pace. I still think that the makers ought to place a wing-post on the near-side wing, as although I managed to drive through some very narrow spaces without a bump, I was quite unable to see the edge of the near-side wing; some drivers might not be so lucky. In these columns I have previously advocated the wide-opening front wind-screen (to be seen on the new cars this year) as a safety measure in fog, and I now ask that all cars should give the driver a clear vision of the car's full width and not make him guess it by obscuring the near-side wing from view. To return to the subject of this Hillman "Eighty" on the road, its engine is most flexible. It permits the lazy driver to keep on top gear without changing in traffic, and, in fact, almost start on it if the car is not quite halted. Then it accelerates rapidly, so that even on an ascent you can attain fifty m.p.h. in a few seconds. The "Evenkeel" front-wheel suspension on both the 20·8 h.p. Hillman "Hawk" and the 20·8 h.p. Hillman "Eighty" gives comfortable riding qualities. The "Hawk," by the way, has a wheelbase of 9 ft. as against the "Eighty's" 10 ft. 6 in. In fact, beyond difference in the length of the wheelbase, there is no variation in the specification of either. One usually starts the "Hawk" and the "Eighty" on second gear, and in both cars the changing up or down is simple, due to the synchromesh gears. I always drive in third-speed gear in dense traffic in London and other cities as that speed

in both these Hillman cars allows the driver to accelerate like a rocket if needed. But the top gear is nearly as rapid in getting up speed, so drivers can make their own choice how to handle these cars. Just a word on the efficiency of the Hillman duo-servo cable-operated brakes. These are admirable and particularly smooth in their decelerating power, so that passengers are not shaken about when the driver jams down the brake-pedal suddenly to pull up or slow down in traffic.

HIGHLAND QUEEN

SCOTCH WHISKY

The Queen Dominates

CHES is among the world's most ancient games, its origin lost in the mists of antiquity. If 'Highland Queen' cannot claim the honour of quite so venerable an age, it is at least "10 years old—no less" (which is exceptional) and is therefore distinguished by a mellowness and maturity that make it very acceptable to the connoisseur. "Highland Queen" (and this is worth remembering) is the product of Scotland's largest Independent Distillers.... Macdonald & Muir, Leith, Edinburgh; also Glasgow and London.

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10 YEARS OLD — NO LESS

THE WORLD OF MUSIC.

SIR THOMAS BEECHAM was in sober and classical form for the last-but-one of the present season's Royal Philharmonic Society's concerts, the programme at which consisted of three symphonies—by Boccherini, by Chausson, and by Brahms respectively. The Symphony in D by Haydn's once equally celebrated contemporary, Boccherini, was a delightful work, well worth reviving, especially for its unusually effective Minuet and Trio; although the whole work has both character and workmanship enough to enable it to survive, which is more than one can say of a great deal of Boccherini's enormous output. Similar virtues of workmanship and energy give a seeming vitality to Chausson's Symphony in B flat, but Chausson's heavy nineteenth-century style will, I fear, not wear so well as the style of Boccherini. Even now it sounds pretentious and banal, and, though the commonplace, constantly repeated vigorously, has a certain hypnotic effect upon crowds, yet the Queen's Hall audience is not quite big enough to form such a crowd, and so Chausson and his like do not quite "come off" in the company in which they find themselves usually at the Queen's Hall. Beecham in Brahms is something of a novelty, but his performance of the C minor Symphony was remarkably sound and vital, raising much enthusiasm in a large audience.

There is to be no B.B.C. Music Festival in May this season, as there was last year, when Toscanini conducted. We were to have had Toscanini again for a series of concerts, but the project has fallen through; which is a pity, for Toscanini is getting to be an old man, and we ought to hear him as often as we can while his conducting is still a model of what conducting ought to be. Perhaps, however, the B.B.C. will be able to arrange for him to pay us a visit on some other occasion.—W. J. TURNER.

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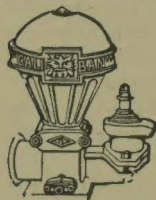
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